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# *South Central Accord*

August 1997

The South Central Accord adopted by:  
Hamilton Township Board of Trustees, June 11, 1997  
Columbus City Council, July 21, 1997  
Board of Franklin County Commissioners, August 6, 1997

South Central Accord Planning Committee:  
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## *South Central Accord*

November 1997

Dear Citizen:

The South Central Accord is the result of a cooperative effort among the City of Columbus, Hamilton Township, and Franklin County. We recognized that as Rickenbacker and its surrounding area continue to develop, a plan needed to be in place to guide growth responsibly. This particular plan required a joint venture in order to be sensitive to the needs of everyone involved.

The South Central Accord establishes long-range guidelines to manage future growth and development in the area. It includes recommendations for land use, natural resources, transportation, public facilities, public services, and historic preservation, reflective of community interests. A key recommendation is to recognize the value and uniqueness of our cooperative working relationship. Annual meetings among representatives from the jurisdictions will continue in order to evaluate our progress and future projects in the area.

We take this opportunity to thank the Planning Committee and all those involved in the creation of the South Central Accord as well as those involved in its implementation. We believe the Accord represents the kind of collaborative planning that will ensure our region's long-term vitality.

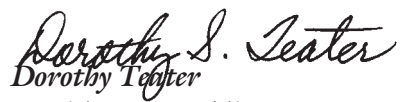
Sincerely,



*Gregory S. Lashutka*  
Mayor,  
City of Columbus



*Chris Hann*  
Chair, Hamilton Township  
Board of Trustees



*Dorothy S. Teater*  
Dorothy Teater  
President, Franklin County  
Board of Commissioners

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# *Table of Contents*

Executive Summary	<i>i</i>	Rickenbacker International Airport & Port Authority	<i>57</i>
History	<i>1</i>	Background	<i>57</i>
South Central Planning Area	<i>1</i>	Long Term Plans & Impact	<i>58</i>
Historic Properties	<i>3</i>	Relationship to South Central Area	<i>58</i>
Natural Resources	<i>5</i>	Neighboring Jurisdictions	<i>60</i>
Introduction	<i>5</i>	Introduction	<i>60</i>
Hydric Soils & Wetlands	<i>5</i>	Franklin County	<i>60</i>
Rivers & Floodplain	<i>6</i>	Grove City	<i>61</i>
Groundwater Resources	<i>11</i>	Groveport	<i>61</i>
Land Use & Zoning	<i>14</i>	Lockbourne	<i>61</i>
Existing Land Use	<i>14</i>	Obetz & Hamilton Township	<i>61</i>
Zoning	<i>16</i>	Jackson Township	<i>62</i>
Annexation Pattern	<i>21</i>	Madison Township	<i>62</i>
Recommended Land Use	<i>23</i>	Pickaway County	<i>62</i>
Buffering Standards	<i>28</i>	Maps and Illustrations	
Mineral Extraction	<i>31</i>	Historic Structures	<i>2</i>
Water & Sewer Services	<i>33</i>	Floodplain	<i>7</i>
Background	<i>33</i>	Groundwater Pollution Potential	<i>13</i>
Water	<i>33</i>	Generalized Franklin County Zoning	<i>18</i>
Sewer	<i>34</i>	Generalized Columbus Zoning	<i>19</i>
Transportation	<i>38</i>	Generalized Existing Land Use	<i>20</i>
Columbus Thoroughfare Plan	<i>38</i>	Annexation History	<i>22</i>
US 23	<i>43</i>	Land Use Districts	<i>24</i>
Alum Creek Drive	<i>45</i>	Buffering Standards	<i>29</i>
Rickenbacker Parkway		Future Land Use	<i>30</i>
(SR 317-665 Relocation)	<i>45</i>	Sand and Gravel Quarries	<i>32</i>
Pedestrian Facilities	<i>47</i>	Columbus Water Facilities	<i>35</i>
Bicycles	<i>47</i>	Sewer Service Contract Areas	<i>36</i>
Public Transportation	<i>48</i>	Columbus Sewer Facilities	<i>37</i>
Community Facilities & Services	<i>51</i>	Thoroughfare Plan	<i>39</i>
Hamilton Township Trustees	<i>51</i>	Arterial Types	<i>40-41</i>
Columbus Mayor & City Council	<i>51</i>	Traffic Volume	<i>42</i>
Fire & Police Service	<i>53</i>	Bicycle Facilities	<i>49</i>
Schools	<i>53</i>	Planned Central Ohio Transit Authority	
Recreation & Parks	<i>56</i>	(COTA) Routes and Facilities	<i>50</i>
		Jurisdictions	<i>52</i>
		Community Facilities	<i>54</i>
		School Districts	<i>55</i>
		Rickenbacker	<i>59</i>

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## *planning area map*

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# *Executive Summary*

## *z Introduction*

The purpose of the South Central Accord is to establish long-range guidelines to manage future growth and development. The planning area is generally bounded by I-270 on the north and the Hamilton Township lines on the south, east, and west, excluding Lockbourne, Groveport, Obetz, and territory to be serviced by Obetz.

The South Central Accord embraces an innovative planning process. Hamilton Township and the City of Columbus have entered into a fifteen-year agreement to plan jointly for development in the South Central area. The work program, agreed upon by the Hamilton Township Trustees, Columbus City Council, and Franklin County Commissioners, served as the planning process guide.

The South Central Accord includes recommendations for land use, natural resources, transportation, public facilities, public services, and historic preservation, reflective of community interests and in compliance with the Columbus Comprehensive Plan. A planning effort in Obetz was reviewed for its relevance to this plan. Existing plans and development activities in other neighboring jurisdictions were also considered.

The South Central Accord was prepared during a sixteen-month planning process, with a plan ready for action by the Franklin County Board of Commissioners, Hamilton Township Board of Trustees, and Columbus City Council in 1997.

## *z Background*

The planning process is the result of a cooperative agreement between Hamilton Township and the City of Columbus, prompted by a very large annexation of land. In 1995, the City annexed 2,026 acres in Hamilton Township.

An agreement was reached between Hamilton Township and Columbus which stipulates that those areas annexed by the city south of I-270 will remain in Hamilton Township rather than be conformed to the paper township of Montgomery, as normally occurs. It will expire in 2010 unless both parties agree to an extension. This agreement allows for tax revenue sharing and divides responsibilities for government services and infrastructure.

As part of the arrangement, Hamilton Township continues to provide police, fire, and emergency medical services for the area. Columbus provides residential refuse collection, street maintenance, water, and sewer services.

The South Central area encompasses 15.9 square miles or 10,170 acres. Based on 1990 Census data, the population of the area is 2,295, including residents of the former Rickenbacker Air Force Base housing. The population drops to 418 without the Rickenbacker residents. These figures do not include residents of Lockbourne or Shadeville.

The Scioto River and Big Walnut Creek flow through the area, helping to define its geography. The Columbus South Wellfield is situated in the Scioto River valley and produces 15% of the region's water supply. The floodplain of the river and creek comprise 33% of the planning area, which presents a unique opportunity as well as limitation to the types of development that may occur.

## ***z The Process***

The City of Columbus and Hamilton Township were the lead participants in the process. Their representatives oversaw the planning process and coordinated among the jurisdictions and the Planning Committee. The Planning Committee was composed of representatives from the township, Rickenbacker, Franklin County, south side neighborhood groups, Lockbourne, the Olen Corporation, and Pickaway County. The committee met monthly to guide the development of a draft plan for the area.

Public involvement opportunities have been provided for community input and review throughout the planning process. A public workshop to introduce community residents and other interested parties to the planning process and gain their input was held April 30, 1996. An open house format, the workshop featured several stations mapping the existing conditions of the area.

Another public workshop was held April 15, 1997 in the Hamilton Township Hall to discuss the Accord's recommendations and accept comments and suggestions regarding the Accord document. The South Central Accord was presented to the Franklin County Board of Commissioners, Hamilton Township Board of Trustees, and Columbus City Council for approval during the summer of 1997.

## ***z Guiding Principles***

Ten guiding principles were developed as a result of planning committee exercises, information gathered at the first public workshop, and existing conditions within the planning area. The principles are intended to serve as guidelines for preparation of land use and development recommendations. They are not exclusive but do represent those issues of primary importance to the planning process.

The following narrative provides background information related to each of the guiding principles as well as suggestions for accomplishing them based on community involvement and planning committee guidance.

<i><b>Guiding Principles</b></i>
♦ Protect River Corridors
♦ Preserve Community Heritage
♦ Improve Transportation System
♦ Integrate Reclaimed Quarries into the Area's Overall Land Use Pattern
♦ Maintain Agricultural Resources
♦ Encourage and Guide Rickenbacker-Related Development
♦ Protect Existing Residential Clusters, including Villages
♦ Ensure the Township and City's Role in Area's Future
♦ Safeguard the South Wellfield
♦ Establish More Balanced Land Use

### ***Protect River Corridors***

The river corridors of the planning area, as defined by their floodplains, should remain generally undeveloped. The Scioto River and Big Walnut Creek corridors provide open space and serve as habitat for numerous types of plants and animals. The floodplains serve a critical role in the region's natural stormwater drainage system. Emphasis should be placed on preservation or establishment of mature, native vegetation buffers along waterways as well as the integration of these corridors into a larger regional "greenway" system.

### ***Preserve Community Heritage***

The South Central area has a remarkable history, encompassing canal systems, cemeteries, an air-base, and one of the region's largest former farming operations. These cultural elements provide the community with a sense of identity. The plan should identify those features of cultural, historic, and pre-historic value, which should be preserved and integrated into any development plans for the overall area or individual parcels.

### ***Improve Transportation System***

The thoroughfare plan element of the Columbus Comprehensive Plan calls for widening and general improvement to many of the roads in the planning area. Of particular importance are plans for the improvement of SR 317.

This project is critical both to the long-term success of Rickenbacker and the quality of life for area residents. Coming from the east, the improved roadway will most likely use the existing alignment

until the midway point between Lockbourne Road and the C&O Railroad. At this location, the roadway will veer southwesterly, leaving the planning area just north of the county line. Interchanges are anticipated in the planning area at Alum Creek Drive, an extended Port Road, and US 23. The plan should address this and other transportation issues.

The South Central area is currently without bicycle facilities and has virtually no pedestrian facilities. The plan should encourage the provision of these transportation modes as the area develops. The river corridors should serve as a primary location for recreational hiker/biker trails which link the area to the region's trail system.

### ***Integrate Reclaimed Quarries into the Area's Overall Land Use Pattern***

Thousands of acres in the South Central community have been, are being or are likely to be mined for sand and gravel. At the conclusion of mining operations, new land uses will be established at these locations. These uses should be carefully integrated with those of the planning area as a whole.

Quarry reclamation often results in the creation of lakes and associated lands, which may serve as settings for recreational, residential or office uses. In many cases, the quarries lie within regulated floodplain areas, limiting their redevelopment potential. The plan should provide direction about the redevelopment of these areas to ensure their compatibility with the surrounding community.

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*Much of the South Central area remains in agricultural use.*

### ***Maintain Agricultural Resources***

South Central has long been a highly productive center for agriculture, particularly crop cultivation. These agricultural activities are part of what defines the area and contributes to its appeal. While development of the area will undoubtedly result in a loss of farmland, steps should be taken to minimize this loss. The presence of extensive floodplain in the area provides opportunities to preserve cropland. The plan should identify methods through which farming can remain a viable activity in the area.

### ***Encourage and Guide Rickenbacker-Related Development***

The success of Rickenbacker as a distribution hub is apparent. Activity at the airport and new construction in the Alum Creek Drive corridor have already dramatically changed the area. The central Ohio community has invested tremendous resources to foster this regional distribution center. The current pace of growth will continue as Rickenbacker seeks to fulfill its goal of serving as a national transportation hub.

The Accord should provide guidance for both encouraging and appropriately managing airport-related growth, with emphasis on ensuring, to the extent possible, that residents of the planning area be protected from the negative impacts of such growth. Such protection includes establishment of adequate buffers between residential and other land uses.

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### ***Village of Lockbourne***

### ***Protect Existing Residential Clusters, including Villages***

Existing residential clusters in the planning area should be protected. The long-term feasibility of housing outside the identified cluster areas will need to be examined.

While the South Central Accord does not make recommendations specific to Lockbourne and Shadeville, both communities are heavily impacted by development within the planning area. Their cohesive village pattern of development is representative of the traditional development style many communities are now encouraging. This pattern includes mixed land uses, walkable distances, and a strong sense of identity. The plan should encourage the preservation and enhancement of these villages as unique and attractive places to live, work, shop, and relax.

### ***Ensure the Township and City's Role in Area's Future***

Roughly half the planning area is incorporated as a part of Columbus. The remainder is part of unincorporated Hamilton Township, Franklin County. Annexation of additional areas by the city is anticipated. Residents of the area wish to see the personal qualities of township government remain a meaningful part of the community. The Accord should include recommendations about how best to ensure a long-term partnership between Columbus and Hamilton Township.



### ***Safeguard the South Wellfield***

Columbus draws approximately 15% of its water supply from the South Wellfield. This groundwater source is the region's most productive aquifer. The Parsons Avenue Water Plant, which lies within the planning area, treats the water for distribution through the city's system. In order to safeguard this important water supply, the city has adopted a wellfield protection program. The program requires users of hazardous substances in the wellfield's primary recharge area to register annually the type of substance or substances used as well as the amount, methods of storage and handling, and plans for spill containment.

The Ohio Department of Natural Resources, Division of Water, has prepared a map of Franklin County showing relative vulnerability to groundwater pollution by area. The system considers seven hydrogeologic factors in determining the ranking of a specific location. The South Central planning area contains among the highest vulnerability rankings in central Ohio. The plan should ensure that appropriate land use and other development recommendations are in place to help ensure the long-term use of the wellfield.

### ***Establish More Balanced Land Use***

There are numerous large and unique land uses in the South Central planning area. These include several quarries, a very large cemetery, regional water and wastewater treatment plants, a horse racing track, thousands of acres of floodway, and a regional commercial airport. Plan recommendations should consider the pattern established by these existing uses but also reflect a broader diversity of land use, such as residential, recreational, and limited commercial.

## ***z Recommendations***

Following are the section recommendations of the South Central Accord.

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### ***It is the recommendation of the South Central Accord to:***

#### **History:**

- ◆ Encourage the preservation of remaining properties on the Ohio Historic Inventory and National Register of Historic Places.
- ◆ Preserve canal locks where feasible and consider developing walking paths and trails along them.
- ◆ Investigate potential uses for existing vacant historic properties.
- ◆ Review and prioritize historic properties for potential nomination to the Columbus Register of Historic Properties with the cooperation of the property owners.

#### **Natural Resources:**

##### ***Hydric Soils and Wetlands***

- ◆ Preserve wetlands on-site whenever possible. When wetland preservation is not possible, replacement sites should be found in the planning area.
- ◆ Integrate wetlands with stormwater management plans for the area.
- ◆ Use wetlands within the floodplain as buffers between the river channels and nearby developed or farmed land.
- ◆ Recognize that wetlands serve as primary wildlife habitat areas, in addition to river channels.
- ◆ Have Columbus seek to establish a wetland mitigation bank in the planning area.
- ◆ Prepare stormwater management plans for individual development sites which reflect the presence of low slope, hydric soils, and wetlands in the area.

##### ***Rivers & Floodplain***

- ◆ Discourage development of floodway fringe.
- ◆ Preserve land within the floodplain in a natural state wherever possible, with emphasis on indigenous mature vegetation.
- ◆ Ensure that land within the floodway and particularly within 120 feet of river channels receive the primary focus of natural area preservation efforts.
- ◆ Maintain mature vegetation within the floodplain.
- ◆ Plant trees along the river channels to improve the quality and depth of the riparian buffer.
- ◆ Limit non-open space land uses within the floodplain to agriculture, recreation, and other uses permitted by the National Flood Insurance Program.
- ◆ Enforce a minimum buffer of 120 feet from the river channels in the planning area for mining and extraction activities occurring within the floodway.
- ◆ Control water withdrawals and discharges associated with mining and extraction to avoid negative impacts on the water quality, chemistry or flow in the area's rivers.
- ◆ Acquire public access to river corridors wherever possible for potential development of multi-use trails in conjunction with a regional system.
- ◆ Develop and integrate lakes resulting from quarry reclamation with greenways along the Scioto River and Big Walnut Creek.

### *Groundwater Resources*

- ◆ Provide that land use and development patterns in the area reflect the importance of the aquifer by incorporating open space and minimizing impervious surfaces.
- ◆ Encourage the Columbus Department of Trade and Development, the Columbus Division of Water, and the Franklin County Development Department to consider carefully individual development proposals to ensure compatibility with the aquifer.
- ◆ Encourage joint planning between Columbus, Hamilton Township, and the Rickenbacker Port Authority to balance the growth and development of the Rickenbacker International Airport within the City of Columbus' growing demand for water resources.

### Land Use & Zoning:

#### *Recommended Land Use*

- ◆ Require mounded buffering between residential and industrial uses (both existing and planned), including sand and gravel extraction. Buffering should meet or exceed standards identified in the Recommended Land Use section.
- ◆ Encourage industrial operators to be sensitive to other land uses and residents with respect to hours of operation, truck traffic patterns, and noise levels.
- ◆ Encourage representatives of the City of Columbus and Hamilton Township to develop and adopt design guidelines for industrial development in the planning area to ensure compatibility with existing residential land uses, appropriate circulation patterns, and consistent appearance.
- ◆ Use the Columbus Feeder Canal bed as a link between Lockbourne and Shadeville, with potential use as a pedestrian and bicycle corridor.
- ◆ Recognize that not all existing residences will exist in the future, but protect all existing residences in the short-term through the use of extensive buffering and setbacks.
- ◆ Recognize the likely transition of farmland to other land uses, while allowing for the continued viable use of undeveloped parcels for agricultural activities until recommended land uses are introduced.
- ◆ Encourage continued use of floodplain areas and excess public property for agricultural purposes.
- ◆ Encourage Columbus and Hamilton Township representatives to work with quarry operators to ensure that abandonment and restoration activities lead to land uses which are compatible with the community.
- ◆ Encourage preservation of natural and geologic features, including wetlands and glacial kame deposits.

### *Mineral Extraction*

- ◆ Encourage quarry operators in the planning area to be sensitive to area residents by controlling hours of operation, noise and dust levels, water discharge amounts and purity, and truck activity.
- ◆ Discourage additional residential and other incompatible land uses near active quarry operations.
- ◆ Limit future quarry uses to land currently zoned for excavation/quarry.

### *Water & Sewer Services:*

- ◆ Take steps to assure that quarry lakes are considered a public water source.
- ◆ Make centralized sewer services available to the community of Shadeville.

### *Transportation:*

#### *Columbus Thoroughfare Plan*

- ◆ Minimize high traffic volume impacts on local streets in the planning area to the extent possible.
- ◆ Direct truck traffic to designated routes, such as SR 317, Alum Creek Drive, and US 23. Columbus and Hamilton Township representatives should work with traffic-generating businesses to resolve any problems associated with truck traffic.
- ◆ Establish appropriate pedestrian facilities at the SR 317 and Shook Road intersection to allow for safer crossing. Consider installation of a traffic signal.
- ◆ Align SR 317 intersection with SR 665 intersection in Shadeville to eliminate the need to use US 23 for east/west traffic. This is critical for development of adjacent parcels and will reduce through traffic on residential streets in Shadeville.
- ◆ Encourage the creation and implementation of a traffic circulation plan. Internal circulator and service roads, particularly for larger parcels, should be encouraged to minimize additional traffic on local roads in the planning area.
- ◆ Acquire additional right-of-way during the development process in order to widen roads as needed.
- ◆ Use the traffic impact study process to facilitate developer participation in street improvements to help offset development-related traffic.
- ◆ Designate Lockbourne Road as a Collector for its entire stretch south of I-270 in light of its residential nature as well as the presence of a major school complex. An adjustment will be required in the Columbus Thoroughfare Plan, which currently designates Lockbourne Road north of SR 317 as a 4-2.
- ◆ Not extend Port Road westward to Canal Road unless the intersection of Canal Road and SR 317 is reconfigured and Canal Road is improved.
- ◆ Ensure that any westward extension of Port Road be done in such a way as to minimize southbound traffic on Canal Road.
- ◆ Not extend Port Road west of Canal Road unless and until the Rickenbacker Parkway is built.
- ◆ Not extend Port Road to meet Lockbourne Road.

### *US 23*

- ◆ Emphasize the importance of US 23 as the “front door” to the planning area and as an important regional arterial through the development and implementation of an access management plan that includes local access roads and limitation of direct access points.

### *Alum Creek Drive*

- ◆ Implement access management on Alum Creek Drive by local governments with jurisdiction.
- ◆ Include access roads and limitations on curb cuts to Alum Creek Drive through access management.
- ◆ Minimize high traffic volume impacts on local streets in the planning area to the extent possible.

### *Rickenbacker Parkway*

- ◆ Pursue planning and development of the Rickenbacker Parkway as a means to further foster economic development in the area, while lowering projected traffic levels on local roads.
- ◆ Encourage the selection of the southern alignment for the Rickenbacker Parkway due to the likelihood of it having the least impact on the planning area’s existing residents.

### *Pedestrian Facilities*

- ◆ Include pedestrian facilities as a part of all new development.
- ◆ Seek to establish walkways in areas of existing development.
- ◆ Emphasize pedestrian facilities connecting employment centers and residences with future public transportation routes.
- ◆ Include pathways for pedestrian use in greenways developed along river corridors.
- ◆ Use canal rights-of-way for multi-use pathways whenever possible.
- ◆ Interconnect circulation systems of residential subdivisions and other developments to maximize the potential for pedestrian travel away from major arteries.

### *Bicycles*

- ◆ Encourage Columbus and Hamilton Township to implement the Mid-Ohio Regional Planning Commission Bikeway Plan.
- ◆ Establish multi-use trails to accommodate cyclists as a part of greenways along the area’s river corridors and canal beds.
- ◆ Establish bike paths or lanes connecting Hartman Farm, Hamilton Meadows, the Hamilton Local Schools complex, and Rickenbacker. The Rathmell, Rohr, Canal, and Rowe road corridors should be high priorities.
- ◆ Interconnect circulation systems of residential subdivisions and other developments to maximize the potential for bicycle travel away from major arteries.
- ◆ Ensure access for bicyclists and pedestrians to the SR 665 bridge or new bridge resulting from the Rickenbacker Parkway.

### *Public Transportation*

- ◆ Support COTA in its implementation of its Long Range Plan recommendations regarding bus service in the South Central area, with an emphasis on Rickenbacker.
- ◆ Encourage COTA to serve development activity occurring along the US 23 corridor by public transportation connecting the area to downtown Columbus and Rickenbacker.
- ◆ Encourage developers to work with COTA to facilitate transit service to their developments.
- ◆ Encourage cooperation between the private sector and COTA to incorporate transit amenities in new development. Such amenities might include bus turn-outs and pads, shelters, adequate turning radii, park-and-ride facilities, and transit easements.

#### Community Facilities & Services:

- ◆ Recognize the value and uniqueness of the cooperative working relationship among Hamilton Township and Columbus. An annual meeting among appropriate representatives from the jurisdictions should take place to evaluate progress and future projects.
- ◆ Seek and encourage joint economic development opportunities between Hamilton Township and Columbus.
- ◆ Ensure high quality fire, police, and refuse services to planning area residents through collaboration and cooperation as the region continues to grow.
- ◆ Encourage the location of any new Columbus safety facilities planned in the area to be selected in cooperation with Hamilton Township.
- ◆ Support students' choices to attend school a reasonable distance from where they live. Hamilton Local and Columbus Public schools should consider an enrollment agreement in the best interest of the students in the area.
- ◆ Encourage the public acquisition and development of parkland in the area.
- ◆ Implement appropriate recommendations of the Greenways Plan in the area.
- ◆ Explore potential establishment of a MetroParks facility in the planning area.

#### Rickenbacker International Airport & Port Authority:

- ◆ Protect residential clusters through extensive buffering of manufacturing and industrial uses.
- ◆ Encourage continued cooperation with Rickenbacker Port Authority and COTA to protect interests in future growth and development.
- ◆ Encourage Rickenbacker-related business operators to be sensitive to area residents by controlling hours of operation, noise levels, and truck activity.

#### Neighboring Jurisdictions:

- ◆ Review the status of planning activities of neighboring jurisdictions and consider potential opportunities and conflicts during the annual meeting of Hamilton Township and Columbus representatives recommended in the Community Facilities and Services chapter.
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# History

## *z South Central Planning Area*

The Scioto River and Big Walnut Creek served as early trade and transportation routes for native Americans in the South Central area. The Ohio Historic Preservation Office (OHPO) has recorded the presence of over sixty archeological sites in the area, including numerous mound groups. Mound groups often signify the presence of burial grounds.

The majority of the sites can be traced to the Adena and Hopewell cultures, which dominated from 1000 B.C. to 100 B.C. Additional information can be obtained from OHPO regarding the specific location and appropriate treatment of the sites. Many of the inventoried sites may have been disturbed. It is also probable that many unrecorded sites exist in the planning area.

The lands of Hamilton Township were originally surveyed in 1799 by John Matthews. Many deeds and conveyances have the words "Matthews' Survey" on them in reference to this original survey. In 1800 and 1801, settlement began.

Among the first settlers were John Dill, Michael Fisher, Percival Adams, Thomas Morris, the Weatheringtons, the Stewarts, the Johnstons, James Culbertson, the Stombaughs, George W. Williams, and Robert Shannon.

In 1803, Franklin County was divided into townships for the first time. The area that is now Hamilton Township was actually in Liberty and Harrison townships in this original division.

Four years later, on March 9, 1807, Hamilton Township was established. Included in the township's original boundaries was land that would later become Madison Township. Hamilton and Madison townships were considered "Congress Lands" since they were not set apart for any particular purpose and were sold by government officers, in accordance with the laws of Congress.

Hamilton Township was considered to have more first-rate land than any other area in the county. Prior to 1820, the government price of public land was \$2 per acre, which could be made in payments. From approximately 1820 to 1860, the land

price was \$1.25 per acre but was payable upon entry of the land.

A toll bridge was erected over Big Walnut Creek by David Pugh in 1823. Pugh also owned a tavern in the area. During the early and mid-1830s, many improvements took place, and business was good. Real estate values increased at a rapid pace. The most common activities of speculators were buying and selling real estate, laying out towns, and subdividing lots and lands into smaller parcels. In 1840, the real estate and produce prices fell. "Electioneering," which included attending conventions, giving speeches, and making flags, became a major business occupation.

In 1831, Lockbourne was laid out by Colonel James Kilbourne, who was also responsible for Worthington's layout. Shadeville was laid out 22 years later by A.G. Hibbs. The 1840 population of the township, including the two villages, was 1,258. By 1850, it had increased to 1,485. It was during this time between the mid-1840s and early 1850s that another speculative phase began. There was plenty of money, and city and towns flourished. The population increased from immigration, and farming was prosperous.

Illustration Not Available in Internet Version

*Shadeville Methodist Church, built in the mid-1800s.*



## *historic structures map*

Illustration Not Available in Internet Version



Illustration Not Available in Internet Version

*Hartman Dairy Complex, built in 1903, was the largest dairy operation of its kind.*

In 1853, the township had thirteen school “districts” with 560 students between the ages of 5 and 21. The first school in the area was an unoccupied log cabin on the farm of Thomas Johnson. The first schoolhouse was built in the neighborhood where the Stombaugh family lived.

In 1858, Hamilton Township was just eight miles in length and four miles in width. By this time, the township had five churches—two were in Lockbourne and one in Shadeville. The others were Hamilton Township Presbyterian Church built in 1831, and the German Lutheran Church completed in 1845.

## ***z Historic Properties***

Fourteen buildings in the South Central area listed on the Ohio Historic Inventory [OHI] and seven listed on the National Register of Historic Places exist today, while seventeen have been demolished—all on the Hartman farm property. Listing of private property on the OHI or National Register does not prohibit actions taken by the property owner, including demolition, with respect to the property.

The Hartman farm property has an interesting history. Around the turn of the century, Dr. S.B. Hartman became rich and famous from the sales of his patented medicine—Peruna. Peruna was a household name, known for its cure-all abilities. The contents, however, were not so well known until many years later. The “medicine” was actually 25% alcohol. A few herbs were added to help hide the whiskey taste. Sales continued at a high volume until the late 1920s, long after the other patent medicines had disappeared from the market.

Illustration Not Available in Internet Version

*Hartman foreman’s house, built in 1905.*

Several properties on the Hartman farm are listed on the OHI and National Register of Historic Places. Those still in existence today include the schoolhouse located on US 23 and Rathmell Road and the foreman’s house and dairy, both on US 23. The dairy is on part of the land leased by the Olen Corporation.

The Hartman Farm Schoolhouse was built in 1904-5 for children living on the Hartman farm. It is brick with a slate gable roof, small portico, and central chimney. It is presently vacant. The foreman’s house, built in 1905, represents a simple treatment of a farmhouse with a two-story, five-bay brick facade with a small gable portico. Built in 1903, the dairy is a brick vernacular farm building with a hip tile roof and dormers. It was the largest dairy of its kind in the world.

Also listed on the OHI are canal locks associated with the old Ohio to Erie Canal and its Columbus feeder canal. The canal beds remain apparent in numerous locations. The canal era in Ohio was important in the state’s early economic development as well as the development of innumerable small towns, such as Lockbourne, which sprang up along the canals. While the development of the railroads in the mid-nineteenth century ended the economic viability of the canals, a rich culture of folklore and music developed among the people who used and worked them.

The west portion of the North Basin of the Ohio & Erie Canal is still intact. The eastern end; however, has been buried by the construction of Lockbourne Road and the Chesapeake & Ohio

Railroad. The basin is approximately 50 meters wide and 1-2 meters deep. The north retaining wall is intact, and the Canal Street towpath has been paved.

The history of the area provides the community with a strong sense of identity and should be preserved to the extent possible.

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*It is the recommendation of the South Central Accord to:*

- ◆ Encourage the preservation of remaining properties on the Ohio Historic Inventory and National Register of Historic Places.
  - ◆ Preserve canal locks where feasible and consider developing walking paths and trails along them.
  - ◆ Investigate potential uses for existing vacant historic properties.
  - ◆ Review and prioritize historic properties for potential nomination to the Columbus Register of Historic Properties with the cooperation of the property owners.
- 

Sources:

Garrett, Betty with Edward Lentz, *Columbus: America's Crossroads*, Tulsa, OK: Continental Heritage Press, Inc., 1980.

Martin, William T., *History of Franklin County: A Collection of Reminiscences of the Early Settlement of the County; with Biographical Sketches, and a Complete History of the County to the Present Time*, Columbus: Follett, Foster & Company, 1858.

*Ohio Historic Inventory*, The Ohio Historical Society, Columbus, OH.

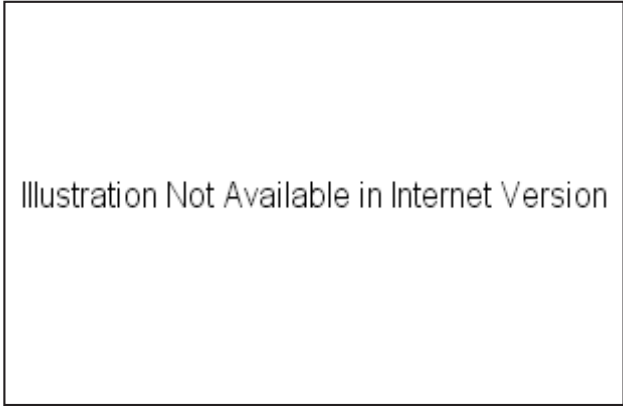


Illustration Not Available in Internet Version

*Hartman Farm schoolhouse served the children of the Hartman Farm workers in the early 1900s.*

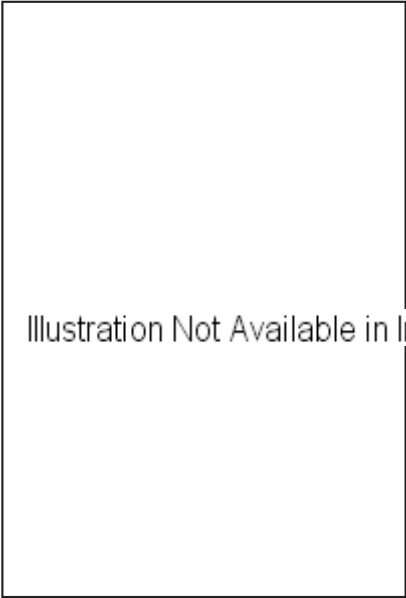


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*The Shadeville schoolhouse is one of the first in the area.*

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# Natural Resources

## z Introduction

Land use is typically influenced by landform. Soils, slope, and hydrology all contribute to where and how land is used for agriculture, development, and other activities. Glaciation defines the South Central area and continues to be evident in the form of river valleys, sand and gravel deposits, and groundwater abundance.

The planning area's landform was much different prior to glaciation. At that time, the South Central area drained to the Groveport River, which flowed westward before joining the larger Teays River. The Teays itself originated in the Appalachian Mountains and flowed northward just west of the current Scioto River. Successive glaciers changed the drainage system and ultimately filled many of area's river valleys with sand and gravel deposits. These deposits now represent an important source of drinking water and building and construction materials.

## z Hydric Soils & Wetlands

The *Columbus Comprehensive Plan* states that seven types of hydric soil cover about 16% of Franklin County, with substantially larger percentages for undeveloped areas outside the urban core. The South Central planning area is no exception to this pattern with significant areas of hydric soil. These soils drain poorly and have high water tables.

Hydric soils often pose limitations to development due to special construction methods necessary for buildings and drainage systems. Hydric soils also present substantial problems for the on-site

<i>Franklin County Hydric Soil Types</i>
Carlisle
Condit
Kokomo
Montgomery
Pewamo
Sloan
Westland

septic systems typically used in township settings. The Franklin County Zoning Resolution now requires a minimum lot size of 2.5 acres for all single-family homes with on-site wastewater treatment in order to handle adequately these systems.

Information about hydric soils can be obtained from the Franklin Soil and Water Conservation District, which maintains the county soil survey. The survey includes boundaries of soil types. The Franklin County District Board of Health assists township property owners in determining appropriate wastewater system locations.

Presence of hydric soils as well as consistent water inundation or saturation and the presence of hydrophytic vegetation are characteristics of wetlands. Many sites which are considered regulatory wetlands do not appear as wetlands due to extensive alterations. Wetlands are regulated by the Army Corps of Engineers through a permit process. The specific type of permit necessary depends upon the location, type, and size of the wetland.

In instances where disruption of wetlands cannot be avoided, mitigation measures are taken. These may include construction of a new wetland on-site or contributions of land or cash to wetland "banks." The Ohio Wetlands Foundation works with the Ohio Department of Natural Resources

Illustration Not Available in Internet Version

*South Central area wetland.*

(ODNR) to develop and maintain such bank facilities throughout the state.

While each property owner is ultimately responsible for wetland delineation, general guides can be used. The Ohio Wetland Inventory, developed and maintained by ODNR through the use of land satellite imagery, is a good source of information. The U.S. Fish and Wildlife Service also maintains a wetland inventory based on aerial photography. Most of the South Central area's wetlands are located in the river corridors. The Ohio Wetland Inventory also designates a large cluster of wetlands on the Hartman property, east of US 23 and south of Rathmell Road where a large pond exists.

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***It is the recommendation of the South Central Accord to:***

- ◆ Preserve wetlands on-site whenever possible. When wetland preservation is not possible, replacement sites should be found in the planning area.
  - ◆ Integrate wetlands with stormwater management plans for the area.
  - ◆ Use wetlands within the floodplain as buffers between the river channels and nearby developed or farmed land.
  - ◆ Recognize that wetlands serve as primary wildlife habitat areas, in addition to river channels.
  - ◆ Have Columbus seek to establish a wetland mitigation bank in the planning area.
  - ◆ Prepare stormwater management plans for individual development sites which reflect the presence of low slope, hydric soils, and wetlands in the area.
- 

## ***z Rivers & Floodplain***

The South Central area contains the lowest elevation in Franklin County and serves as a major drainage point for much of the county. The geography of the area is largely shaped by the Scioto River and Big Walnut Creek. Together, they total nearly thirteen miles in length and their associated floodplains cover approximately 33% or five square miles of the area as defined by the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps (FIRM), August 1995.

Illustration Not Available in Internet Version

***Flooding at the Scioto River and SR 317. Over 5,000 acres of the planning area is within the floodplain.***

## ***Floodplain***

FEMA's National Flood Insurance Program (NFIP) is designed to prevent the loss of life and property due to flooding through land use regulation in flood-prone areas. Adoption of this approach allows local governments to participate in the NFIP, thereby ensuring the availability of affordable flood insurance to community residents. Standard regulations are typically incorporated in the zoning codes of participating communities. Both Columbus and Franklin County, which oversees zoning and subdivision activities in Hamilton Township, are NFIP participants.

The floodplain consists of the floodway and the floodway fringe, also known as the 100-year floodplain. The floodway includes the river channel and those areas which are most likely to become inundated with flood waters. The floodway is sized so that if the entire floodway fringe were filled, the base flood elevation would rise no more than an additional one-half foot. The base flood is also called a 100-year flood.

Although requirements vary somewhat between Columbus and Franklin County, most forms of agriculture and recreational uses, as well as general open space, are permitted in floodway areas. Buildings designed for human habitation are prohibited in the floodway as is the storage and disposal of materials, placement of fill, and the construction of levees, flood walls, and embankments.

## *floodplain map*

Illustration Not Available in Internet Version

Illustration Not Available in Internet Version

*The Big Walnut Creek corridor provides open space and wildlife habitat.*

The floodway fringe refers to areas outside the floodway having a one-percent chance of flooding in any given year. The South Central area contains hundreds of acres of land within the fringe category.

While most uses permitted in the underlying zoning district are permitted within the fringe area, Columbus requires that buildings including basement levels be elevated at least 1.5 feet above the base flood elevation. Franklin County requires a minimum elevation of one-foot above the base flood elevation. The requirements result in development costs which are often, depending upon site specific elevation in relation to the base flood, prohibitively high.

While FEMA maps show floodplain overlaid on the road and surface water system of communities, land elevations are the primary tool in determining whether property is within the floodplain. Two-foot elevation contours included in the Franklin County Auditor's computerized mapping system can assist in floodplain determination. Both the city and county are including floodplain layers in their emerging Geographic Information Systems.

More information about floodplain regulation and the NFIP can be obtained from the zoning offices of Columbus and Franklin County as well as the Water Division of the Ohio Department of Natural Resources.

### *Greenways*

The *Columbus Comprehensive Plan* recommends that the river corridors of the region be

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*Area streams can also serve as greenways, connecting residents with parks, activity centers, and other communities.*

developed as a system of greenways, containing a mix of cultural, natural, recreational, and transportation opportunities. Numerous other planning efforts, including Priorities '95, Together 2000, and the Franklin County Greenways Plan, focus attention on the need to protect stream and river corridors. Greenways refer to protected linear open space, most frequently in a natural state, in which trail systems, wildlife preserves, parks, and historic sites are often integrated.

Because of the prominence of its rivers, the South Central area will undoubtedly be a key element in a regional greenway system. The unique history of the area adds an important element to the natural quality of the waterways, making it ideal for trail systems and recreational use.

The Scioto River serves as the region's primary waterway and connects the area with downtown Columbus, several suburban communities, two reservoirs, and the Olentangy greenway. Big Walnut Creek connects the planning area with six separate communities, numerous parks, and major activity centers. Care will be required in the establishment of trail systems within the area due to the presence of numerous sand and gravel quarries, as well as public utilities.

### *Quarry Lakes*

The planning area contains several reclaimed quarry sites which include small lakes. Thousands of

additional acres are being quarried or are zoned for quarry activities. Virtually all of this land is within the floodplain. ODNR monitors mineral extraction activities and requires that operating companies file reclamation plans detailing the intended use of each site after extraction is completed. The most common land use stated on reclamation forms for the South Central area is a private recreational lake and open space.

Because of the large number of potential lakes in the planning area, including some of considerable size, it is important that their development and ultimate use be consistent with the remainder of the planning area. An interconnected series of lakes integrated with greenways could serve as a local and a regional recreational amenity. Special care will be required as quarries are reclaimed to maximize reuse potential.

Examples of quarry reuse in central Ohio include Hidden Lakes, The Quarry, Antrim Park, White Sulphur Lake, and Blackhand Gorge. Hidden

Lakes is on Fifth Avenue just west of the Scioto River and consists of a lake surrounded by apartments, condominiums, and office buildings. The quarry offers recreational opportunities and valued views. Steps are being taken to develop another former quarry just south of Fifth Avenue at this location.

The Quarry is an upscale residential and office development located between US 33 and the Scioto River, between West Case Road and SR 161. The site includes clustered single-family homes, office space, and common open areas. A homeowners' association maintains the roads and grounds.

The former quarry at Antrim Park is now the major feature of one of Columbus's busiest parks. The lake is encircled by a paved path and bordered on three sides by a riparian forest within the Olentangy River floodplain. The lake is also connected directly to the Olentangy River bikeway and large multi-use park space to the west. SR 315 runs along the west side of the lake, providing exposure of the

Illustration Not Available in Internet Version

*Active quarrying at the Olen Corporation, the state's largest sand and gravel operation. The dredge pictured in the photo is powered by electricity, which reduces the potential for groundwater contamination.*

Illustration Not Available in Internet Version

*The lake serving as the focus of Columbus' Antrim Park was once a sand and gravel quarry.*



park to the roughly 90,000 vehicles which travel the road daily.

White Sulphur Lake, owned by the Columbus Recreation and Parks Department, is located in southern Delaware County along SR 745. It is surrounded by a wooded buffer and used for recreational boating.

Blackhand Gorge is a state nature preserve in the Newark area, which integrates wetlands, former inter-urban rail lines, a canal, and two quarry lakes in providing an excellent place to view native plant and animal life. The quarries here were used to obtain sand for glass-making.

### *Water Quality*

The Ecological Assessment Unit of the Ohio Environmental Protection Agency uses diversity of aquatic life in waterways as an indicator of water quality. Water quality in the Scioto River has dramatically increased as improvements have been made to the Columbus wastewater treatment process. These improvements include shifting more of the treatment activity from the Jackson Pike Wastewater Treatment Plant to the newer Southerly Wastewater Treatment Plant, located within the planning area.

Because of these improvements, the Scioto River's water quality is considered good north of its confluence with Big Walnut Creek. South of Big Walnut Creek, the Scioto River is under consideration for the designation of exceptional warm water habitat. The river was considered to have poor to fair water quality as few as five years ago. Big Walnut Creek is also under consideration for the exceptional designation for the fifteen-mile stretch upstream from the Scioto River.

Big Walnut Creek, in the planning area, has benefitted from having relatively few pollution point sources and an intact vegetative buffer. Urbanization and increased stormwater runoff represent the highest risks to the water quality of both the Scioto River and Big Walnut Creek.

- ◆ Preserve land within the floodplain in a natural state wherever possible, with emphasis on indigenous mature vegetation.
  - ◆ Ensure that land within the floodway and particularly within 120 feet of river channels receive the primary focus of natural area preservation efforts.
  - ◆ Maintain mature vegetation within the floodplain.
  - ◆ Plant trees along the river channels to improve the quality and depth of the riparian buffer.
  - ◆ Limit non-open space land uses within the floodplain to agriculture, recreation, and other uses permitted by the National Flood Insurance Program.
  - ◆ Enforce a minimum buffer of 120 feet from the river channels in the planning area for mining and extraction activities occurring within the floodway.
  - ◆ Control water withdrawals and discharges associated with mining and extraction to avoid negative impacts on the water quality, chemistry or flow in the area's rivers.
  - ◆ Acquire public access to river corridors wherever possible for potential development of multi-use trails in conjunction with a regional system.
  - ◆ Develop and integrate lakes resulting from quarry reclamation with greenways along the Scioto River and Big Walnut Creek.
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### *It is the recommendation of the South Central Accord to:*

- ◆ Discourage development of floodway fringe.



## ***z Groundwater Resources***

The Ohio Department of Natural Resources (ODNR) produces a series of groundwater resource reports by county. The Franklin County report, published in 1995, shows the South Central area to be underlain with glacial deposits of sand and gravel which form the most productive groundwater aquifer in central Ohio. Yields in excess of 1,000 gallons per minute are possible from large diameter wells along the Scioto River and Big Walnut Creek. (A typical house well produces 10-25 gallons per minute.)

The water supply of the planning area is derived almost exclusively from groundwater. This includes municipal wells in Columbus and individual private wells in the township. Obetz and Groveport also maintain municipal wells. Protection of this resource is critical for the future of the planning area and region.

### ***Columbus' South Wellfield***

Columbus draws about 15% of its daily water supply from the South Wellfield. The water is treated at the Parsons Avenue Water Plant (PAWP) and distributed through the city system. The city's other two water treatment plants are supplied with surface water stored in reservoirs.

The PAWP is surrounded by roughly 340 acres of city-owned land, much of which is leased for crop cultivation with special limitations on chemical application. The plant, built in 1983, is worth an estimated \$70 million, and each of the city's four main collector wells is valued at approximately \$2 million.

Original estimates for a safe daily yield from the South Wellfield were over 100 million gallons, but 15-20 million gallons per day has proven to be a more sustainable average. Three collector wells are located along the Scioto River and a fourth is located near Big Walnut Creek. Each well consists of a main shaft from which several lateral collection pipes project. These pipes, which extend as far as 330 feet, are perforated to allow water penetration. Pumps on top of the main shaft draw water out and send it to the treatment plant.

The Columbus Division of Water is taking steps to meet the increasing demand for water within the region. *Water Beyond 2000*, a long-range planning effort of the city which is now in its final stages,

calls for development of upground reservoirs north of Columbus and the establishment of wellfields south of the South Central area. The city anticipates locating as many as seven collector wells in southern Franklin and northern Pickaway counties. Water obtained from these new wells will be treated at the PAWP.




Illustration Not Available in Internet Version

*One of four Columbus groundwater wellhouses in the planning*

### ***Groundwater Pollution Potential***

The *Groundwater Pollution Potential Report* for Franklin County, produced by ODNR, illustrates potential for groundwater contamination county-wide, based on a series of hydrogeologic indicators. These indicators include such things as the composition of the aquifer, depth and type of material(s) covering the aquifer, and surface topography. The higher the number or "score," the more susceptible an area is to contamination. The maximum score is in the low 200s.

While the South Central planning area contains central Ohio's most productive aquifer, it also has the region's highest groundwater contamination vulnerability ratings. This is due in part to the shallowness of the aquifer and the relative ease with which contaminants can move through the sand and gravel.

Potential threats to wellfields include those that affect both the quality and quantity of groundwater resources. A leaking underground storage tank can contaminate an aquifer and degrade the water quality. Covering large areas of a wellfield with impervious surfaces, such as parking lots and roof tops, can also harm the wellfield by hindering its recharge ability.

Impairment of groundwater quality can be extremely expensive to remediate. Common groundwater contaminants include nitrates, petroleum products, paint, pharmaceutical products, bacteria, lead, mercury, and various salts. There are thousands of substances currently covered by groundwater protection regulations at local, state, and federal levels.

While the list of potential contaminants is long, sources of those contaminants are more easily enumerated. These sources include agricultural threats such as animal waste, pesticides, and herbicides; residential lawn and golf course treatments; waste disposal practices; hazardous materials storage and handling; oil and gas production and transmission; and vehicle accidents and spills. Threats to the recharge capability of wellfields are equally serious. Inability of surface water to percolate into the aquifer can cause a drop in the water level, posing a threat to the aquifer.

### ***Wellfield Protection Program***

Chapter 1115 of the Columbus City Code outlines a program to reduce and/or eliminate the potential for contaminating the city's aquifer, thereby ensuring that Columbus has a safe water supply. The Wellfield Protection Program applies to the wellfield's primary recharge area as defined by the five-year time-of-travel line for contaminants moving through the aquifer toward the producing wells. All lands within this boundary, regardless of use, must comply with the program's provisions. This law regulates the use of approximately 2,500 substances and requires all users of these substances to submit annual environmental audits detailing their storage and handling practices.

The program also includes provisions for the quarrying of industrial minerals to ensure that such practices do not have harmful effects on groundwater quality or quantity. A system of monitoring wells has been installed to assist in this effort. The Columbus Division of Water employs a wellfield coordinator who is responsible for implementing the protection program as well as reviewing development proposals for their potential impact on the aquifer. Emphasis is placed on ensuring proper design and operation of facilities within the wellfield in order to lower the risk of contamination.

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#### ***It is the recommendation of the South Central Accord to:***

- ◆ Provide that land use and development patterns in the area reflect the importance of the aquifer by incorporating open space and minimizing impervious surfaces.
  - ◆ Encourage the Columbus Department of Trade and Development, the Columbus Division of Water, and the Franklin County Development Department to consider carefully individual development proposals to ensure compatibility with the aquifer.
  - ◆ Encourage joint planning among Columbus, Hamilton Township, and Rickenbacker Port Authority to balance the growth and development of the Rickenbacker International Airport within the City of Columbus' growing demand for water resources.
-

# *groundwater pollution potential map*

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# Land Use & Zoning

The main focus of the South Central Accord is land use—what it should be in the future and how it should occur. South Central has a unique combination of existing and potential land uses that make it unlike any other area in the region. The existing zoning pattern would allow for the continuation of most existing land uses while introducing substantially more commercial, residential, and industrial uses in areas outside the floodplain.

## ***z Existing Land Use***

The most striking thing about the South Central area is the number of very large, long-term individual land uses. Taken together, they represent roughly 55% percent of the nearly 16-square-mile planning area and have a definite influence on how the area will develop. The land use map illustrates the distribution of these uses as well as other less prominent uses.

Agriculture contributes substantially to the South Central area economy and is the largest single type of land use, with crop cultivation being the predominant form. Farmland is interspersed fairly evenly throughout the planning area and occupies large portions of the floodplains. As the area

Illustration Not Available in Internet Version

*Agriculture is a leading land use in the area.*

Illustration Not Available in Internet Version

*New warehouse construction is a common site near Rickenbacker International Airport.*

<i>Facility Name</i>	<i>Approximate Size</i>
Parsons Avenue Water Treatment Plant	340 acres
Southerly Wastewater Treatment Plant	416 acres
St. Joseph's Cemetery	1,452 acres (includes several quarry sites)
Rickenbacker International Airport	2,000 acres (within Hamilton Twp., airport totals over 5,000 acres)
Olen Sand and Gravel Quarry	700 acres (includes land not currently being mined)
Scioto Downs Race Track	140 acres
Martin Marietta Quarry	356 acres
J.P. Sand and Gravel Quarry	281 acres
Total Area	5,685 acres (8.9 square miles)

develops, agricultural areas outside the floodplain will undoubtedly be converted to other uses.

Warehouse and manufacturing land uses are concentrated around the Rickenbacker International Airport. Included are numerous facilities on the base as well as existing and planned facilities within the airport's foreign trade zone.

Public and semi-public uses in the area include the Southerly Wastewater Treatment Plant, the Parsons Avenue Water Plant, St. Joseph's Cemetery, Hamilton Township facilities, a Hamilton Local elementary school, and a church.

Retail commercial land use in the planning area is limited. Scioto Downs racetrack represents the largest single commercial use. Most other commercial activity takes place on US 23 in the Shadeville area with additional businesses further north on US 23, in the village of Lockbourne, and near the Alum Creek and SR 317 intersection. These

include several gas stations, convenience stores, two manufactured home sales establishments, two restaurants, and a small motel. Office uses in the area are limited to those associated with Rickenbacker International Airport and adjacent businesses.

Residential land uses are clustered in roughly seven locations. The villages of Lockbourne and Shadeville represent the oldest centers of population and contain numerous single-family dwellings and small businesses. Large lot homes located in Hamilton Township are grouped at the intersection of Parsons Avenue and Rathmell Road, along SR 317 just west of Lockbourne Road, and northeast of the intersection of Canal and Vause roads. Two large multi-family housing complexes are located on the northern edge of Rickenbacker International Airport. These facilities were established as housing for airbase personnel.

Illustration Not Available in Internet Version

*St. Joseph Cemetery.*

Illustration Not Available in Internet Version

*Commercial uses along US 23 near SR 317.*

Illustration Not Available in Internet Version

*Scioto Downs, home of harness racing from May through mid-September.*

Illustration Not Available in Internet Version

*Multi-family housing near Rickenbacker International Airport.*

## ***z Zoning***

The South Central planning area falls under the jurisdiction of two zoning authorities. The Franklin County Zoning Resolution, administered by the Franklin County Development Department, covers the unincorporated Hamilton Township portions of the area. The Columbus Zoning Code, administered by the Development Regulation Division of the Department of the Trade and Development, covers portions of the planning area within Columbus.

### ***Hamilton Township/Franklin County***

Hamilton Township is one of eleven townships in Franklin County covered by the county's zoning resolution. The Franklin County Commissioners recently approved the first major revision of the county's resolution in many years. The revised code consolidates districts from the 1948 and 1966 versions of the law. Rezoning applications for

township areas are submitted to the Franklin County Development Department, which forwards them to the Mid-Ohio Regional Planning Commission (MORPC). MORPC provides a staff report and a non-binding recommendation to the Franklin County Rural Zoning Commission (FCRZC), which in turn makes a recommendation to the Franklin County Commissioners, who have final authority.

Land in the township which has not already been rezoned for a specific purpose automatically falls in the Rural zoning category. The majority of the unincorporated township areas fall within this district, which is sometimes considered a holding pattern until specific development proposals are submitted or land is annexed to a municipality. Permitted uses in this category include agriculture, single-family homes on a minimum of 2.5 acres, schools, churches, child day care facilities, and home occupations. Many lots in the Rural district, particularly

<b><i>Existing Franklin County Zoning Districts in South Central Area</i></b>	
District	Permitted Use Examples
Rural	single-family homes (minimum of 2.5 acres), agriculture, day care, schools, churches, parks
PR-12 - Planned Medium Density Residential	single, double & multi-family homes with an approved site plan
NC- Neighborhood Commercial	grocery stores, retail stores, professional offices, restaurants, laundromats
CC - Community Commercial	retail stores, personal services, restaurants, gas stations
CS - Community Service	hotels, motels, auto sales, gas stations
SCPD - Select Commercial Planned District	most commercial uses with approved site plan (an existing site allows the sale of equestrian merchandise)
LM- Light Manufacturing	machines shops, service commercial, wholesaling, warehousing
GI - General Industrial	most forms of light & heavy manufacturing
PIP - Planned Industrial Park	most industrial uses and service commercial with an approved site plan
EQ - Excavation & Quarry	extraction & processing of sand, gravel & stone

those in Shadeville, are non-conforming due to inadequate size.

The Franklin County Development Department is developing a geographic information system approach to information management including a computerized zoning map.

## ***Columbus***

Like the recent update of the Franklin County Zoning Resolution, the Columbus code is currently undergoing its first major revision in many years. Completion of the revised code is anticipated in 1999. Areas annexed into the city are typically rezoned to accommodate a particular use. Rezoning applications are often filed in conjunction with annexation requests. After consideration by staff and the city's Development Commission, City Council has final authority in all rezoning cases.

<b><i>Existing Columbus Zoning Districts in South Central Area</i></b>		
District	Primary Permitted Uses	Comments
SR - Suburban Residential	single-family	Min. Lot Size: 7,200 sf Min. Lot Width: 60'
R - Rural	single-family	Min. Lot Size: 5 acres
AR12 - Apartment Residential	apartments	Max. Density: 12 du/acre
ARLD - Apt Res. Low Density	apartments	Max. Density: 17.4 du/acre
ARO - Apt Office	apartments, offices	Max. Density: unlimited
C2 - Commercial	offices, banks, clinics, schools	Also allows apartments
C4 - Commercial	general commercial	Allows for auto sales & service, shopping centers, night clubs, etc.
C5 - Commercial	drive-in & auto-related commercial	Allows for auto service, car washes, drive-thru, etc.
CPD - Commercial Planned Development	all commercial	Flexible; allows uses with registered text & site plan
M - Manufacturing	industrial & commercial	Allows for manufacturing & most commercial uses
M2 - Manufacturing	limited industrial & office	Allows for warehouses, light man. & office uses
EQ - Excavation & Quarrying	quarrying & agriculture	Includes development & redevelopment standards
FP - Floodplain	agriculture, recreation & open space	Other uses permitted in fringe if area is elevated

## *generalized franklin county map*

Illustration Not Available in Internet Version



## *generalized Columbus zoning map*

Illustration Not Available in Internet Version

## *generalized existing land use map*

Illustration Not Available in Internet Version

## ***z Annexation Pattern***

The annexation map illustrates annexation history in the planning area. Municipalities grow territorially through the annexation of unincorporated areas. In central Ohio, annexation to a municipality is typically required before water and sewer services are made available to a site.

The entire South Central planning area is part of an exclusive Columbus growth corridor. A large Obetz growth area lies to the northeast of the planning area. It extends west to Parsons Avenue and south to Rohr Road, allowing Obetz to triple in size.

Annexation requests are filed by the landowner(s) with the Franklin County Development Department. The request includes information about the parcel(s) and owner(s) involved. The

municipality to which the annexation is desired then submits a statement of service explaining how and when municipal services will be provided to the area. The Board of Franklin County Commissioners considers the request and determines whether it should take place. If the request is approved, the intended recipient municipality has the opportunity to accept or reject the annexation.

Negotiations leading up to the 1995 annexation of 2,026 acres northwest of Rickenbacker established the cooperative framework for the South Central Accord and service provision in the area. Both this annexation and the 1978 annexation of the Hartman Farm are among the city's ten largest annexations.

<i>Major Annexations in South Central Planning Area</i>			
Case Name	City Eng. ID#	Size of Annexation	Year
Hartman Farm	564	2545 acres	1978
Paul R. Prushing, et. al.	1046	2026 acres	1995
Fallieras and Klimke	1061	171 acres	1995
George Keith Archer, et. al.	1084	8 acres	1996
Columbus Water Division Property	1110	155 acres	1996
Columbus Sewerage & Drainage Property	1126	957 acres	1997
Rickenbacker*	1133	146 acres	1997
Total Acreage Annexed		6098 acres	

\* This represents only a portion of the Rickenbacker area.

## *annexation history map*

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## ***z Recommended Land Use***

The South Central Accord is intended to guide public and private sector development decisions for a period of 15-20 years. Because of the dynamic nature of the area, some assumptions were made in order to prepare land use recommendations. These assumptions include:

- ◆ Construction of the Rickenbacker Parkway along the existing SR 317 alignment in the area.
- ◆ Continued expansion of the Rickenbacker International Airport.
- ◆ Preservation of floodplain areas.
- ◆ Implementation of access management along Alum Creek Drive, SR 317, and US 23.
- ◆ Continued viability of several existing residential clusters.

The Accord's guiding principles provide an overall framework for all recommendations.

*While public decisions altering these assumptions may or may not have a significant impact on land use recommendations, it is important to understand that projections will need to be updated after a period of five to seven years.*

The future land use map illustrates the plan's recommendations. For purposes of clarity, the map has been divided into the following districts:

- ◆ Hartman Farm
- ◆ Central
- ◆ Shadeville
- ◆ Lockbourne
- ◆ Southwest
- ◆ Rickenbacker.

### ***Hartman Farm District***

This large area north of Shadeville is unique in many ways. It was once the location of a thriving farm complex with dairy facilities, orchards, canal access, interurban line service, a school house, and other amenities. Most of the area is under the joint ownership of two heirs of the farm's founder, Dr. Samuel B. Hartman. For organizational purposes, the district includes some areas outside the farm, including Scioto Downs, Parsons Avenue Water Plant, several large-lot residences, and moderately sized tracts used for agriculture.

Primary land uses on the farm itself include the Olen Corporation's sand and gravel quarry and crop cultivation. The farm also includes a large pond. Two parcels fronting US 23 have been split from the farm. They are occupied by a gasoline station and a manufactured home sales establishment.

The area's gently rolling topography includes kames and eskers, both of which are glacial landforms, consistent with the area's formation as a glacial till valley. This glacial activity provided the rich sand and gravel deposits which form the groundwater aquifer from which Columbus derives about 15% of the region's water.

Columbus has four main collector wells in the district and has adopted a wellfield protection ordinance, which is applied within a zone covering most of this district and extending further west and east. In order to safeguard the aquifer within this primary recharge area, businesses, land owners, and residents within the zone are subject to regulations limiting their use of substances that pose a groundwater contamination threat. A more complete discussion of groundwater can be found in the Natural Resources section.

## *land use district map*

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The area's sand and gravel deposits also serve as the basis for industrial quarrying operations in the South Central area. The Olen Corporation operates the single largest sand and gravel extraction operation in Ohio, as determined by tonnage extracted. Olen has the necessary zoning and mining permit allowances to extend the operation as far south as Shadeville within the floodplain portion of the district, totalling over 1,000 acres of sand and gravel quarry.

Another site in the district's southeast corner, owned by the Martin Marietta Corporation, is currently in agricultural use but has zoning to allow excavation and quarrying activity. Future land use recommendations reflect both the Olen site and the Martin Marietta site as being used for mineral extraction at the 15-20 year horizon. The Accord does, however, recommend that the ultimate use of the sites be public recreation with integrated quarry lakes and associated uses.

The Accord recommends that land use on parcels in the district's northeast corner, which are not a part of the Hartman farm, be used primarily for single-family residences, with some office uses fronting I-270. These land uses are consistent with emerging land use patterns in the Obetz area as well as the likelihood of an increased need for housing in the South Central area.

The roughly 1,100 acre portion of the Hartman farm outside the Scioto River floodplain was zoned in 1980. The entire estate is within the city of Columbus. The zoning pattern orients higher intensity commercial and industrial uses along the US 23 corridor with a focus on the Rathmell Road intersection. Moving eastward toward Parsons Avenue, the zoning pattern is primarily multi- and single-family residential. This zoning is consistent with existing and anticipated single-family uses further east in the Obetz exclusive growth area.

Recommended land use on the Hartman estate is largely consistent with existing zoning. Modifications were made in the area of the I-270/US 23 interchange, where opportunity exists for a commercial/office complex. The current owners of the Hartman farm have expressed an interest in the possibility of a more flexible zoning pattern. Zoning districts established in 1980 may or may not reflect current planning and market conditions. The South Central

Accord recognizes the potential appropriateness of "rearrangement" of existing zoning districts and their capacities with the understanding that, as with all rezonings in the area, the Accord's guiding principles and general recommendations be applied to any rezoning decisions.

Additional key considerations for rezonings in the Hartman Farm District are:

- ◆ Compatibility of proposed land uses within the city's wellfield.
- ◆ Compatibility with lower intensity residential land uses to the east. More intense uses should be oriented internally and along the US 23 corridor.
- ◆ Access management measures to preserve capacity of US 23.
- ◆ Preservation of remaining historic elements of Hartman Farm wherever possible.
- ◆ Limitation of quarrying activity to existing district designation.
- ◆ Preservation of unique landforms, including wetlands and glacial topography wherever possible, particularly east of US 23.

### *Shadeville District*

The South Central Accord recommends modest expansion of this mixed use village, primarily to the south. The Accord also recognizes the likely expansion of commercial uses along US 23 with most of this expansion occurring on the east side of the roadway.

A key recommendation of the Accord regarding this district is the realignment of SR 317 southward to tie directly in to SR 665. Drivers currently must use US 23 to make this connection or use narrow residential streets in Shadeville.

Other land use recommendations for this district include use of the Columbus Feeder Canal alignment for a pedestrian/bicycle path connecting Shadeville and Lockbourne as well as a Scioto River greenway and continued agricultural use of the floodplain in the area.

### ***Southwest District***

Roughly 75 to 80% of this large area south of Shadeville lies within the floodplains of the Scioto River and Big Walnut Creek. Exceptions are St. Joseph Cemetery and the Southerly Wastewater Treatment facility. The Accord recommends continued agriculture for the floodplain portions of the area, except the area east of St. Joseph in which sand and gravel extraction is anticipated.

Other Accord recommendations with an impact on land use in the district are the use of the Columbus Feeder Canal alignment as a pedestrian and bicycle path, the potential use of the southern portion of the district for the Rickenbacker Parkway, and establishment of greenways along both the Scioto River and Big Walnut Creek.

### ***Central District***

The Central district represents the heart of the South Central area. Existing land uses include sand and gravel extraction, agriculture, large-lot residential, township facilities, and a VFW hall. Lockbourne Road forms the north-south axis with SR 317 being the primary east-west road. To the district's north in the exclusive Obetz expansion area are the Hamilton Meadows subdivision, a Hamilton Township park, the Hamilton Local Schools complex, Hoover Y-Park, and large-lot single-family homes.

Land use recommendations for the area call for additional single-family residential west of Lockbourne Road and south of SR 317 as well as on the east side of Lockbourne Road and south side of Rohr Road in the northern portion of the district. Commercial uses are recommended on the eastern side of the Lockbourne Road/SR 317 intersection. Limited office and apartment uses are also recommended for the southeast corner of the intersection. The Accord provides for the remainder of the area to the southeast of the intersection to be light industrial with a broad 250-foot setback along Lockbourne Road.

Much of the land north of SR 317 and east of the Hamilton Township complex is already zoned for manufacturing. This area and some additional land to the north are reflected as industrial on the recommended land use map.

A primary goal of the Accord is the preservation of Lockbourne Road as a residential corridor.

The presence of the school complex and the Hamilton Meadows subdivision, as well as numerous individual residences along the road, make it particularly vulnerable to high commercial traffic levels. The Accord's recommended land use is aimed at reducing this risk.

Other Accord recommendations with an impact on land use in this district are the Big Walnut greenway and the Rickenbacker Parkway, which would run parallel to and to the west of the CSX railroad. The Accord also calls for a bicycle route along Lockbourne Road to connect residents to the Rickenbacker area. The northwest portion of this district lies within the Columbus wellfield protection zone where landowners are subject to regulation regarding their use of certain potentially harmful substances.

It should be noted the balance of residential and industrial land uses in this district was an issue of particular concern to the South Central Planning Committee. The designation of residential land use for the northern half of the large rectangular tract south of Rohr Road and west of the railroad tracks, known as the Hahn property and depicted on the land use map with a dotted black outline, was the result of a split decision by the Committee. The majority of committee members felt the northern portion of the property should be residential due to the existing homes and Hoover-Y Park on the north side of Rohr Road. The Committee decided that the scale of the parcel was sufficient to accommodate a combination of residential and industrial uses, the latter occupying the southern portion of the tract.

### ***Lockbourne District***

The Accord recommends protection of Lockbourne as a mixed-use village. While substantial



expansion of the village is unlikely due to the presence of floodplain and limitations regarding sewer and water service, the village will continue to provide a focus for the southern portion of the district.

The Accord calls for continued use of the area south of Lockbourne for agriculture and the establishment of a Big Walnut Creek greenway. It also recommends the connection of Lockbourne to Shadeville by use of the Columbus Feeder Canal alignment for a bicycle and pedestrian path. Lockbourne currently owns a portion of this alignment.

### ***Rickenbacker District***

The Accord recommends that land use in this large area east of the CSX and Norfolk Southern rail lines be primarily industrial. The Rickenbacker International Airport and associated properties comprise well over 50% of the district. Two multi-family residential complexes on the airport's northern edge and a cluster of large-lot single-family residential on the airport's western border are the other dominant land uses. The area also includes a school, a few businesses, a church, and two small single-family residential clusters.

The portion of the district north of SR 317 is primarily agricultural in use but is largely zoned for manufacturing with several construction projects already underway. Both Groveport to the east and Obetz to the north of the district call for industrial land uses along its borders. The Accord recognizes this trend by illustrating the area as industrial with existing residential gradually transitioning to industrial uses. The Accord recommends large setbacks between industrial and residential land uses to minimize negative impacts resulting from this transition.

The Accord calls for the preservation of the large-lot single-family area to Rickenbacker's west as well as the multi-family complexes to the north. The Accord also recognizes the continued use of the elementary school located at the intersection of SR 317 and Shook Road as well as expanded commercial uses at that intersection.

The Rickenbacker Parkway alignment endorsed by the Accord would use the existing SR 317 right-of-way through this area. Access management along Alum Creek Drive in the district with service roads to provide access to the interior of the large industrial tracts is also recommended.

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### ***It is the recommendation of the South Central Accord to:***

- ◆ Require mounded buffering between residential and industrial uses (both existing and planned), including sand and gravel extraction. Buffering should meet or exceed standards that follow.
  - ◆ Encourage industrial operators to be sensitive to other land uses and residents with respect to hours of operation, truck traffic patterns, and noise levels.
  - ◆ Encourage representatives of the City of Columbus and Hamilton Township to develop and adopt design guidelines for industrial development in the planning area to ensure compatibility with existing residential land uses, appropriate circulation patterns, and consistent appearance.
  - ◆ Use Columbus Feeder Canal bed as a link between Lockbourne and Shadeville, with potential use as a pedestrian and bicycle corridor.
  - ◆ Recognize that not all existing residences will exist in the future, but protect all existing residences in the short term through the use of extensive buffering and setbacks.
  - ◆ Recognize the likely transition of farmland to other land uses, while allowing for the continued viable use of undeveloped parcels for agricultural activities until recommended land uses are introduced.
  - ◆ Encourage continued use of floodplain areas and excess public property for agricultural purposes.
  - ◆ Encourage Columbus and Hamilton Township representatives to work with quarry operators to ensure that abandonment and restoration activities lead to land uses which are compatible with the community.
  - ◆ Encourage preservation of natural and geologic features, including wetlands and glacial kame deposits.
- 

### ***z Buffering Standards***

The Rickenbacker Port Authority has designed standards to deal with buffering between manufacturing and less intense uses. These standards should serve as minimum requirements for buffering between manufacturing and adjacent residential uses

in the South Central area, unless separated by a road with a Thoroughfare Plan classification of 4-2D or greater:

- ◆ A 6' to 8' continuous, undulating mound, serpentine in design, shall be installed, concurrent with the development of any property which includes the 100' mound area. The face of the mound shall not be located closer than 15' to the residential property line. The mound will be designed and graded so that water will not be trapped between the mound and the residential property.
- ◆ The area between the top of the mound and the residential property shall be landscaped with evergreen trees. Five evergreen trees, of 5' to 8' in height, and five additional evergreen trees, of 3' to 5' in height, shall be planted per 100' of mound. Trees shall not be planted in rows.
- ◆ The evergreen trees shall be limited to a mix of six species: White Fir, Norway Spruce, Black Hills Spruce, Douglas Fir, White Spruce, and Colorado Green Spruce.
- ◆ No deciduous trees shall be planted between the top of the mound and the residential area.
- ◆ The entire mound shall be seeded.

The illustration on the following page represents these standards.

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*Landscape buffering along Spiegel Drive.*

## *z Buffering Standards Illustration*

Illustration Not Available in Internet Version

## *future land use map*

Illustration Not Available in Internet Version

## ***z Mineral Extraction***

The South Central area's sand and gravel aquifer provides not only extensive groundwater, but also serves as the basic resource for one of the state's largest sand and gravel extraction areas. Three companies are active in the planning area. The companies extracted a total of nearly 3,000,000 tons of sand and gravel in 1995.

The Olen Corporation's quarry on US 23 has led the state in sand and gravel production for the last several years. Martin Marietta has also maintained a large sand and gravel quarry in the planning area for some time. The quarry, located south of SR 317 and east of US 23, is currently operated by S&S Sand and Gravel under an agreement with Martin Marietta. S&S also has a quarry just north of the planning area on Lockbourne Road. JP Sand and Gravel operates the third quarry in the planning area, located north of SR 317 and west of Lockbourne Road. All of these quarries are located in the floodplains associated with the Scioto River and Big Walnut Creek.

While no limestone mining currently occurs in the planning area, Martin Marietta does operate a large limestone quarry just north of the planning area along the west bank of the Scioto River. The facility is among the largest limestone quarries in the state and produced over 3,000,000 tons of limestone in 1995. Limestone mining is conducted in a "dry" manner, which typically requires extensive de-watering. De-watering involves lowering the water table to allow for mineral extraction.

The quarry activity map illustrates the thousands of acres of land in the planning area currently being used for mineral extraction as well as land which is zoned for mineral extraction. A third category shows reclaimed quarry lands.

The process of sand and gravel extraction in the South Central area involves "wet" mining. After topsoil and other surface materials are removed, sand and gravel are scooped up. Because the material is saturated with groundwater, the area where the sand and gravel is removed fills with water. After extraction, the sand and gravel are sorted and cleaned for use as a variety of products. Clay and other fine material are screened out of the aggregate and gathered in settling ponds.

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### ***It is the recommendation of the South Central Accord to:***

- ◆ Encourage quarry operators in the planning area to be sensitive to area residents by controlling hours of operation, noise and dust levels, water discharge amounts and purity, and truck activity.
  - ◆ Discourage additional residential and other incompatible land uses near active quarry operations.
  - ◆ Limit future quarry uses to land currently zoned for excavation/quarry.
- 

Illustration Not Available in Internet Version

*Sand and gravel aggregate processing at the Olen Corporation.*

## *sand and gravel quarries map*

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# Water & Sewer Services

## ***z Background***

Water and sewer services in the planning area include both municipal and individual systems. The Columbus municipal systems are served by two sewage treatment plants and three water treatment plants. The South Central planning area contains the Southerly Wastewater Treatment Plant and the Parsons Avenue Water Plant. Both are relatively new plants with updated technologies and represent over \$1 billion of infrastructure investment.

Individual on-site water and sewer systems are used in much of the township portion of the planning area. This usage typically involves a well, septic tank, and leach bed system for supplying and treating water. The Franklin County District Board of Health oversees the location and installment of these systems. Over the past several years, the average rural lot with on-site systems has been roughly 2.5 acres.

In observance of this fact, the new Franklin County Zoning Resolution makes 2.5 acres the minimum lot area within the Rural district. Although smaller lots are common throughout unincorporated portions of the county, they are often unable to absorb adequately the effluent from septic systems. Shadeville has no centralized wastewater collection services and relies on individual systems.

Columbus provides centralized water and sewer service to all portions of the planning area within its boundaries. Water and sewer services are provided to Rickenbacker International Airport through a 1993 agreement between Columbus and Franklin County. The Rickenbacker service area, depicted on the service area map, includes the airport and associated properties. The individual lines

serving the airport area were a part of earlier self-sufficient water and sewer systems on the base.

The village of Lockbourne receives centralized services from Columbus through the Rickenbacker system. The village first received water services from Rickenbacker's private system in 1987 as a result of the Ohio Environmental Protection Agency's determination that the village's use of on-site wastewater disposal systems for each lot was threatening the groundwater. When Rickenbacker began receiving water and sewer services from Columbus, Lockbourne was provided with continuing service. The agreement requires that Lockbourne extend lines to connect directly to the Columbus system after a main sewer trunk is extended east along SR 317.

## ***z Water***

It is the city's policy to install only main lines of 12" or greater in diameter. Lines serving individual developments are installed at the property owners' expense and linked to the city system. Lines installed by developers to serve subdivisions are typically 8" in size to allow for customer use and sufficient flow and pressure to accommodate adequate fire suppression. After installation, these lines—like streets and other improvements—are dedicated to the city. Tap-in fees are paid for individual home or building connections to larger distribution lines.

Existing water lines in the planning area include:

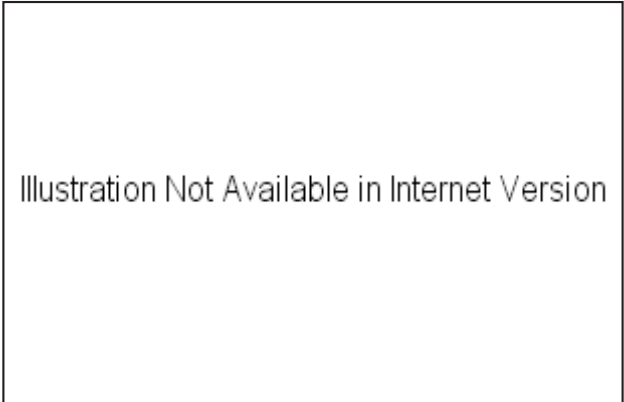


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*Parsons Avenue Water Plant.*

- ◆ 12" line along US 23 extending south to a point north of Rowe Road
- ◆ 60" line extending south from the Parsons Avenue Water Plant to SR 317
- ◆ 60" line extending north from the Parsons Avenue Water Plant
- ◆ 24" line along SR 317 from US 23 to Parsons Avenue
- ◆ 24" line in Alum Creek Drive extending south just past SR 317.

A 24" line extension along SR 317 between Parsons Avenue and Alum Creek Drive will soon be under construction to better serve the Rickenbacker area. Other plans include ongoing improvements to the Parsons Avenue Water Plant and expansion of the South Wellfield.

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***It is the recommendation of the South Central Accord to:***

- ◆ Take steps to assure that quarry lakes are considered a public water source.
- 

## **Z Sewer**

Existing sanitary sewers serving the Rickenbacker area flow to a lift station located near the center of the air base property. The sewage is then pumped approximately 3.5 miles north and discharged into the 108" Big Walnut outfall sewer shown on the facilities map. This line runs generally northeast to southwest through Hamilton Township along Big Walnut Creek. The City is designing and will construct a sanitary interceptor sewer to provide service to the Rickenbacker Air National Guard Base, Rickenbacker International Airport, and all the remaining acreage within Franklin County situated east of the air base that is not tributary to other sanitary sewers.

The first phase scheduled for construction is anticipated as a 108" line which will run within the alignment of existing SR 317 from Big Walnut Creek to Little Walnut Creek. Engineering for this phase will begin in 1997 and construction is anticipated in 1998. Other phases will follow as conditions warrant, with completion expected in 2002. Total projected cost is over \$35 million.

A Rathmell/Parsons Sanitary Subtrunk Sewer will extend from the southeast intersection of US 23

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## ***Southerly Wastewater Treatment Plant.***

and I-270 south to SR 317. This is needed to ensure adequate service as the area develops. The total project cost will be \$950,000.

There are plans to construct a parallel sewer to the 108" Big Walnut outfall to provide additional capacity when determined necessary. As part of the ongoing Sewer Capacity Study, a necessary plan of action will be determined to allow for extending the Rickenbacker interceptor lines from the outfall sewer.

The City also plans to initiate a feasibility study regarding the possible construction of a sanitary sewer from the Big Walnut outfall north along the Old Feeder Canal to north of Shadeville. This project will provide sanitary service for a tributary area adjacent to the sewer west of US 23, north to the vicinity of Rathmell Road. Preliminary engineering is scheduled for 1998.

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***It is the recommendation of the South Central Accord to:***

- ◆ Make centralized sewer services available to the community of Shadeville.
-



## *water facilities map*

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## *sewer service contract areas map*

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## *Columbus sewer facilities map*

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# Transportation

## ***z Columbus Thoroughfare Plan***

The Columbus Thoroughfare Plan was adopted as an element of the *Columbus Comprehensive Plan* in December 1993. The Thoroughfare Plan designates the functional classification of roads and includes right-of-way and pavement width requirements. The principal purpose of the Thoroughfare Plan, which is depicted on the transportation map, is to serve as a tool for local officials in developing an efficient roadway system.

The plan has a horizon year of 2010. The following chart lists roads within the planning area that are designated in the Thoroughfare Plan. Their proposed classifications and the average number of daily vehicle trips are also included. Roads not listed are considered neighborhood streets.

The following diagram illustrates the different functional classifications of the Thoroughfare Plan along with their suggested right-of-way widths.

Road Name	Proposed Class	Vehicles per Day*
US 23 / High Street	6-2D (6 lane, divided)	30,800 (1994)
SR 317 / London-Groveport Road	4-2D (4 lane, divided)	7,700 (1986)
Alum Creek Drive	4-2D (4 lane, divided)	12,600 s. of Rohr Rd (1985) 8,900 s. of SR 317 (1986)
SR 665 / London-Groveport Road	4-2 (4 lane)	3,600 (1994)
Lockbourne Road (north of SR 317)	4-2 (4 lane)	1,400 (1986)
Lockbourne Road (south of SR 317)	Collector (2 wide lanes)	1,100 (1986)
Canal Road	Collector (2 wide lanes)	N/A
Rohr Road	Collector (2 wide lanes)	1,000 (1994)
Rowe Road	Collector (2 wide lanes)	1,100 (1986)

\* This column reflects the average number of vehicles per 24-hour day. The year listed indicates when the count took place. For purpose of comparison, counts exceed 100,000 trips per day on some of the county's freeways.

## *thoroughfare plan map*

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## ***z Arterial Types***

### ***Type “F” Arterial***

A type “F” arterial is any arterial street as defined in Chapter 2101, Columbus City Codes as a “Freeway” or “Expressway.” Such arterials shall have right-of-way and pavement widths as determined to be necessary to accommodate traffic needs.

### ***Type “6-2DS” Arterial***

A type “6-2DS” arterial is an arterial street having a minimum right-of-way width of 220 feet wherever possible. Such arterial streets shall wherever possible, be designed to accommodate an 88 foot pavement consisting of six moving lanes with median divider on mainline sections and parallel service roads.

### ***Type “6-2D” Arterial***

A type “6-2D” arterial is an arterial street having a minimum right-of-way width of 160 feet wherever possible. Such arterial streets shall, wherever possible, be designed to accommodate an 88 foot pavement consisting of six moving lanes with median divider on mainline sections.

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### ***Type “6-2” Arterial***

A type “6-2” arterial is an arterial street having a minimum right-of-way width of 120 feet wherever possible. Such arterial streets shall, wherever possible, be designed to accommodate a 72 foot pavement consisting of six moving lanes on mainline sections.

### ***Type “4-2DS” Arterial***

A type “4-2DS” arterial is an arterial street having a minimum right-of-way width of 196 feet wherever possible. Such arterial streets shall, wherever possible, be designed to accommodate a 72 foot pavement consisting of four moving lanes with median divider on mainline sections and parallel service roads.

## ***z Arterial Types***

### ***Type “4-2D” Arterial***

A type “4-2D” arterial is an arterial street having a minimum right-of-way width of 120 feet wherever possible. Such arterial streets shall, wherever possible, be designed to accommodate a 72 foot pavement consisting of four moving lanes with median divider on mainline sections.

### ***Type “4-2” Arterial***

A type “4-2” arterial is an arterial street having a minimum right-of-way width of 100 feet wherever possible. Such arterial streets shall, wherever possible, be designed to accommodate a 56 foot pavement consisting of four moving lanes on mainline sections.

### ***Type “3-1” Arterial***

A type “3-1” arterial is an arterial street having a minimum right-of-way width of 80 feet wherever possible. Such arterial streets shall, wherever possible, be designed to accommodate a 52 foot pavement consisting of three moving lanes and two parking or additional moving lanes in one direction.

### ***Type “2-1” Arterial***

A type “2-1” arterial is an arterial street having a minimum right-of-way width of 60 feet wherever possible. Such arterial streets shall, wherever possible, be designed to accommodate a 36 foot pavement consisting of two moving lanes and two parking or additional moving lanes in one direction.

### ***Type “C” Arterial***

A type “C” arterial is an arterial street having a minimum right-of-way width of 60 feet wherever possible. Such arterial streets shall, wherever possible, be designed to accommodate a 36 foot pavement consisting of two moving lanes and two parking or additional moving lanes in two directions.

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## *traffic volume map*

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*It is the recommendation of the South Central Accord to:*

- ◆ Minimize high traffic volume impacts on local streets in the planning area to the extent possible.
  - ◆ Direct truck traffic to designated routes, such as SR 317, Alum Creek Drive, and US 23. Columbus and Hamilton Township should work with traffic-generating businesses to resolve any problems associated with truck traffic.
  - ◆ Establish appropriate pedestrian facilities at the SR 317 and Shook Road intersection to allow for safer crossing. Consider installation of a traffic signal.
  - ◆ Align SR 317 intersection with SR 665 intersection in Shadeville to eliminate the need to use US 23 for east/west traffic. This is critical for development of adjacent parcels and will reduce through traffic on residential streets in Shadeville.
  - ◆ Encourage the creation and implementation of a traffic circulation plan. Internal circulator and service roads, particularly for larger parcels, should be encouraged to minimize additional traffic on local roads in the planning area.
  - ◆ Acquire additional right-of-way during development process in order to widen roads as needed.
  - ◆ Use the traffic impact study process to facilitate developer participation in street improvements to help offset development-related traffic.
  - ◆ Designate Lockbourne Road as a Collector for its entire stretch south of I-270 in light of its residential nature as well as the presence of a major school complex. An adjustment will be required in the Columbus Thoroughfare Plan, which currently designates Lockbourne Road north of SR 317 as a 4-2.
  - ◆ Not extend Port Road westward to Canal Road unless the intersection of Canal Road and SR 317 is reconfigured and Canal Road is improved.
  - ◆ Ensure that any westward extension of Port Road be done in such a way as to minimize southbound traffic on Canal Road.
  - ◆ Not extend Port Road west of Canal Road unless and until the Rickenbacker Parkway is built.
  - ◆ Not extend Port Road to meet Lockbourne Road.
- 

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*Many of South Central's roads, such as Lockbourne Road, retain a rural nature.*

## **z US 23**

US 23, more commonly known as South High Street, is the planning area's most heavily used roadway. It serves as the primary entry to the community from central Columbus and downtown. It operates as a 4-2D (four-lane divided highway) and carries nearly 30,000 vehicles per day.

Congress, in the 1991 Federal Highway Act, identified US 23 as a corridor of national significance, and it is included as part of the National Highway System. The Ohio Department of Transportation (ODOT) classifies the function of US 23 as a principal arterial, the highest arterial classification. ODOT also included US 23 as a major statewide corridor in the state transportation plan, Access Ohio. US 23 has also been under study for possible upgrading to an interstate highway as part of the I-73/I-74 study.

Much of the planning area's most intense zoning is located along the section of US 23 between I-270 and Shadeville. As the area develops, it will be critical that right-of-way and access to the road be controlled. Access management is the control of the location, design, and operation of all direct access connections to a highway and can be used to help protect the travel function of South High Street.

The local, regional, and statewide importance of US 23 makes it critical that the through traffic-carrying capacity of the highway be protected and improved over time. Often along major corridors such as US 23, as land next to the highway is developed, direct access from the highway to the new

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### *Traffic along US 23.*

developments is permitted with private driveways. The access points then interfere with through travel on the highway as turns are made into and out of the access points. As more access points are allowed, more interference occurs, causing delays to through traffic and safety problems.

In time, traffic control signals may be added at some access points because of increasing traffic and for safety reasons. Traffic signals allot a certain amount of time to the access point traffic, thereby reducing the time allotted to through traffic on the main highway. This reduction in time contributes to reduced capacity on the highway, delays, and congestion. Signals often result in an increase of rear-end collisions on high-speed highways. The effects of access points and signals can be observed on sections of US 23 in southern Delaware County.

One access management technique that may be quite effective along US 23 would be to develop a service or local access road network. As the corridor develops, new developments would have access to the service or local access roads instead of US 23. The service and local access roads would, in turn, connect to other public streets or possibly directly to US 23 at widely spaced intersections.

Service and local access roads serve to separate local traffic from through traffic on a main highway such as US 23. The main highway traffic can thereby move without major interference from traffic turning in and out of businesses along the highway. This lack of interference helps to maintain through-capacity, speed, and safety on the highway. So, instead of reducing capacity on the highway (by adding access points and signals) at the same time traffic

volumes are increasing (due to development), highway capacity can be maintained.

Service and local access roads also provide connections to other public streets. A local access road along US 23 that connects with London-Groveport Road or Rathmell Road might allow people accessing US 23 businesses from the east or west to get to them without using US 23.

If an access road network were developed along US 23, it would probably be built gradually as the corridor develops. Each land use development would be responsible for building its portion of the access road. Over time, isolated sections of the network would be connected as more development occurs. Eventually, there would be a complete, interconnected local access system.

In the earlier stages of developing the local access road system, it may be necessary to allow some temporary access directly to US 23. This particularly could be the case in the US 23 corridor where not many public streets cross US 23 from which an access road connection could be granted. Such temporary access points should be officially adopted and designated as "temporary."

Wherever possible, median breaks should be prohibited at temporary access points. Vehicles turning left are especially disruptive to through traffic and represent major traffic hazards on high-speed highways such as US 23.

In addition to developing a local access road network, it is also important that any intersections permitted along US 23 be properly designed to facilitate easy movement on and off the main highway with the least interference possible to through traffic. Any intersections of the local access road network with other public streets should be properly spaced away from US 23 to prevent future interference with US 23 through traffic.

Because traffic volumes on US 23 and at access points are likely to continue to increase, it may be advantageous to preserve the opportunity to develop grade separations and interchanges in the long-term. A study of proposed interstates 73 and 74 examined possible locations for interchanges and grade separations. Where interchanges are considered, development approval officials should consider building setbacks that would allow for their future

placement or land donations as part of development approval.

Successful access control efforts on US 23 will require cooperation and coordination among the public and private entities involved. Representatives should include state officials, local development and traffic officials, county officials, other municipalities and townships, landowners, and developers. Coordination among all the participants is necessary for successful implementation of access management.

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***It is the recommendation of the South Central Accord to:***

- ◆ Emphasize the importance of US 23 as the “front door” to the planning area and as an important regional arterial through the development and implementation of an access management plan that includes local access roads and limitation of direct access points.
- 

### ***z Alum Creek Drive***

The Franklin County Engineer’s office and Mid-Ohio Regional Planning Commission has prepared a study of the Alum Creek Drive corridor from Rickenbacker International Airport to Groveport Road. The March 1997 study results in an access management plan for the road. It also considers other roadway improvements needed on Alum Creek Drive and in the surrounding area.

The study includes a land use forecast for 2020 and a “buildout” land use forecast for an undetermined time period. The buildout alternative is a full development scenario. Both the 2020 and buildout forecasts include a significant amount of new industrial development. Retail, office, and residential uses are also expected to rise.

Using these land use forecasts, traffic volume projections, where calculated, use MORPC’s regional traffic forecasting models. Preliminary forecasts show much higher traffic levels on Alum Creek Drive, SR 317, and Groveport Road. Other east/west streets in the area, such as Rohr and Bixby roads, also show significantly higher traffic volumes in the future. The Rickenbacker Parkway, if constructed, will likely affect the distribution and amount of traffic on area roadways. The parkway

would likely become a draw for traffic and provide a primary access route to the area.

It is likely that several roads in the area will need to be widened to accommodate future traffic. Some of the widenings may focus on intersections, but more extensive improvements will eventually be needed. Most of the east/west streets in the area are designed for low traffic volumes. As traffic increases, these roads will require upgrades. Groveport Road and SR 317 are also likely to need major improvements in the future.

The study recommends that access points and median breaks on Alum Creek Drive be limited. The study also recommends that a separate network of access roads be developed to the east and west of Alum Creek Drive. These access roads would remove some local traffic from the arterial, helping to maintain capacity and safety. Some widening of Alum Creek Drive may still be necessary in the future.

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***It is the recommendation of the South Central Accord to:***

- ◆ Implement access management on Alum Creek Drive by local governments with jurisdiction.
  - ◆ Include access roads and limitations on curb cuts to Alum Creek Drive through access management.
  - ◆ Minimize high traffic volume impacts on local streets in the planning area to the extent possible.
- 

### ***z Rickenbacker Parkway (SR 317-665 Relocation)***

The Rickenbacker International Airport (RIA) is one of central Ohio’s most important economic development centers and the centerpiece of Columbus’ Inland Port Concept. Its location within a one-day drive (500 miles) of 58% of the U.S. population and 61% of the country’s manufacturing capacity makes it ideally suited as a distribution center using both air and ground transportation.

The rapid growth of the airport during the past several years and projections of continued growth call for an improved roadway system, with particular emphasis on access to interstate highways. Access to I-71 south from the airport is now

accomplished by taking Alum Creek Drive north to I-270 or using a combination of SR 317 and SR 665. Neither alternative is an adequate long-term solution.

The Rickenbacker Parkway is a proposal currently under consideration by the Franklin County Engineer's office. The proposal involves the relocation of SR 317/SR 665 to freeway status, connecting the airport with I-71. The parkway would serve as a vehicular transportation component to help ensure the continued economic development activity in south central Franklin County and northern Pickaway County.

The findings of the Rickenbacker Parkway Corridor Study, commissioned by the Franklin County Commissioners and administered by the Engineer's office, supports the proposal. The study determined that traffic on SR 317 will increase 122-284% by 2020 without the parkway. Traffic on SR 665 is projected to increase 192-235% during that same period. While the parkway would attract development and generate traffic, it would still serve to relieve overall traffic, especially trucks, on local roadways.

The study's transportation map illustrates three potential 2000-foot bands in which the improved SR 317 alignment could be located, including the existing right-of-way. Regardless of the alignment selected, four interchanges are called for in the planning area—at US 23, Alum Creek Drive, an extended Lockbourne Road, and Rohr Road. Each of the alternatives will be studied in more detail in the next phase of the study.

The study also includes a land use concept covering an area stretching from I-71 in Pleasant Township to the Village of Groveport, including nearly 70 square miles. The suggested land use plan encourages accommodating growth and development while preserving the landscape and enhancing communities. In the South Central planning area, the study calls for industrial land use east of Lockbourne Road and open space to the west, with continued residential uses in Lockbourne.

The estimated construction cost of the parkway is approximately \$100 million. However, the study projects billion-dollar increases in business sales and personal income and the creation of 29,000

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*Commercial trucks are a common sight in the area.*

jobs over a twenty-year period—all generated by the parkway.

The third and final phase of the study will focus on the financial resources for the project and the selection of the preferred alignment. While plans for financing the road are not yet resolved, they will likely involve minimal state funding due to competing projects. Consultants involved in the project are considering alternative methods of funding the project and will recommend a feasible approach to the Franklin County Engineer.

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*It is the recommendation of the South Central Accord to:*

- ◆ Pursue planning and development of the Rickenbacker Parkway as a means to further foster economic development in the area, while lowering projected traffic levels on local roads.
  - ◆ Encourage the selection of the southern alignment for the Rickenbacker Parkway due to the likelihood of it having the least impact on the planning area's existing residents.
-



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*Historic Ohio to Erie Canal lock near the Village of Lockbourne.*

### ***z Pedestrian Facilities***

The Columbus Comprehensive Plan calls for the provision of pedestrian facilities for existing and future development, regardless of land use. Sidewalks and other pedestrian amenities are extremely limited in the area. Consistent use of sidewalks and other types of pathways will connect residents to each other, activity centers, and recreational opportunities. It will also allow for use of public transportation by area employees. A greenway system establishing trails along the river corridors provides another important transportation alternative for both pedestrians and cyclists. It may also be possible to use canal bed alignments as pathways.

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#### ***It is the recommendation of the South Central Accord to:***

- ◆ Include pedestrian facilities as a part of all new development.
  - ◆ Seek to establish walkways in areas of existing development.
  - ◆ Emphasize pedestrian facilities connecting employment centers and residences with future public transportation routes.
  - ◆ Include pathways for pedestrian use in greenways developed along river corridors.
  - ◆ Use canal rights-of-way for multi-use pathways whenever possible.
  - ◆ Interconnect circulation systems of residential subdivisions and other developments to maximize the potential for pedestrian travel away from major arteries.
- 

### ***z Bicycles***

Bicycling offers a healthy alternative to travel by car and serves as a major form of recreation. Bicycling to local destinations, such as stores, schools, parks, and libraries, is common. About half of these trips are made by children for whom bicycling is often the only available form of transportation.

Provision of bike paths and lanes, lockers, and parking areas helps to make bicycling a viable transportation option. Connections between land uses and subdivisions are especially important for encouraging bicycling. Designated routes between major trip generators, with connections from smaller trip generators, can serve as the “arterials” of a bicycle system.

The 1995 Mid-Ohio Regional Planning Commission’s (MORPC) Bikeway Plan calls for six bike routes through the planning area. The general alignments include Scioto River, US 23, Lockbourne Road, and segments of Alum Creek Drive, Big Walnut Creek, and SR 317. It is also important to better accommodate bicyclists on other local roads as they are improved.

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#### ***It is the recommendation of the South Central Accord to:***

- ◆ Encourage Columbus and Hamilton Township to implement the Mid-Ohio Regional Planning Commission Bikeway Plan.
  - ◆ Establish multi-use trails to accommodate cyclists as a part of greenways along the area’s river corridors and canal beds.
  - ◆ Establish bike paths or lanes connecting Hartman farm, Hamilton Meadows, the Hamilton Local Schools complex, and Rickenbacker. The Rathmell, Rohr, Canal, and Rowe road corridors should be high priorities.
  - ◆ Interconnect circulation systems of residential subdivisions and other developments to maximize the potential for bicycle travel away from major arteries.
  - ◆ Ensure access for bicyclists and pedestrians to the SR 665 bridge or new bridge resulting from the Rickenbacker Parkway.
-

## ***z Public Transportation***

As the South Central area develops, public transportation will become increasingly important. This is particularly true of the Rickenbacker area where numerous jobs are being created. In many cases, employees have difficulty getting to the work-site. The Central Ohio Transit Authority (COTA) provides bus service throughout the Columbus area. No routes serve the planning area; however, increased development activity is likely to generate a sufficient number and density of jobs and residents to warrant regular service. A recently adopted 2010 COTA Long Range Plan calls for a variety of service improvements to be implemented in the South Central area, including:

- ◆ Modification of two existing routes (#8 Frebis and #89 Hamilton Road) to serve the Rickenbacker area.
- ◆ Establishment of a commuter route to and from downtown during peak hours. As currently envisioned, the route would use US 23, Rathmell Road, Lockbourne Road, and SR 317.
- ◆ Development of a transit center at the Rickenbacker Industrial Park, providing for limited park-and-ride facilities and timed transfers between various routes.
- ◆ Implementation of a Rickenbacker circulator service which would link the Rickenbacker Transit Center with the village of Lockbourne and major Rickenbacker employers.

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### ***It is the recommendation of the South Central Accord to:***

- ◆ Support COTA in its implementation of its Long Range Plan recommendations regarding bus service in the South Central area, with an emphasis on Rickenbacker.
  - ◆ Encourage COTA to serve development activity occurring along the US 23 corridor by public transportation connecting the area to downtown Columbus and Rickenbacker.
  - ◆ Encourage developers to work with COTA to facilitate transit service to their developments.
  - ◆ Encourage cooperation between the private sector and COTA to incorporate transit amenities in new development. Such amenities might include bus turn-outs and pads, shelters, adequate turning radii, park-and-ride facilities, and transit easements.
-

## *bicycle facilities map*

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## *planned COTA routes and facilities map*

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# *Community Facilities & Services*

## *z Hamilton Township Trustees*

Hamilton Township employs three trustees, a clerk, and an administrative assistant. The trustees and clerk are elected officials. To run for office, a candidate must be 18 years of age, a registered voter, and live in the township. He or she must also file a petition with the Board of Elections to be put on the ballot. The township trustees and clerk are elected to four-year terms. The terms are staggered such that every two years, either two trustees or one trustee and the clerk are up for re-election. Township residents who live in Columbus are eligible to vote in these elections.

The trustees and clerk meet to discuss issues related to the township, its operations, and future growth. The township is responsible for running the fire department. It also operates a recycling program through drop-off receptacles. The township road department operates and maintains over 17 miles of road. The road superintendent is not an elected position but is an employee of the township.

The Township Hall/Community Center is located in the middle of the planning area at 6400 Lockbourne Road. The center is used for meetings of the trustees, related planning efforts, block watch committees, levy committees, and other appropriate groups. The center may also be rented for parties and other special events.

## *z Columbus Mayor & City Council*

The mayor is the chief administrative officer of Columbus and appoints and provides direction to all cabinet members whose staff perform the day-to-day activities of the city. It is a full-time position, and the mayor is elected to a four-year term. Other duties include providing leadership in the development of community projects and serving as the official representative of the city of Columbus at various local, national, and international functions.

Columbus City Council is the chief legislative power of the city. Each of the seven at-large council members is elected to a four-year term. The position is part-time and paid. The council elects a president to preside over the weekly sessions. In addition to its role as a policy-making body, City Council provides a public forum for the discussion of issues from local citizens.

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### *It is the recommendation of the South Central Accord to:*

- ◆ Recognize the value and uniqueness of the cooperative working relationship among Hamilton Township and Columbus. An annual meeting between appropriate representatives from the jurisdictions should take place to evaluate progress and future projects.
  - ◆ Seek and encourage joint economic development opportunities between Hamilton Township and Columbus.
-

## *jurisdictions map*

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## ***z Fire & Police Service***

As part of the Rickenbacker annexation resolution, Hamilton Township will continue to provide fire and emergency service as long as Columbus does not conform its boundaries, preserving the township tax base. The resolution has a fifteen-year time frame and will expire in 2010. It can be renegotiated at that time.

Township fire stations are located at 1460 Obetz Road and 6410 Lockbourne Road. They are well-situated to provide a high level of service in the area. The township maintains both stations and employs 19 full-time firefighters and approximately 20 part-time firefighters.

Also as part of the Rickenbacker annexation resolution, the Franklin County Sheriff's office responds to emergency calls for police service in the area.

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### ***It is the recommendation of the South Central Accord to:***

- ◆ Ensure high quality fire, police, and refuse services to planning area residents through collaboration and cooperation as the region continues to grow.
  - ◆ Encourage the location of any new Columbus safety facilities planned in the area to be selected in cooperation with Hamilton Township.
- 

## ***z Schools***

### ***Hamilton Local Schools***

Residents of the planning area are currently served by the Hamilton Local School District. The District encompasses 36 square miles with boundaries of approximately the Hamilton Township lines, including the former base housing at Rickenbacker but excluding the rest of the Rickenbacker annexation.

Hamilton Local Schools serves approximately 2,500 students in kindergarten through grade 12. There are two kindergarten through grade 5 elementary schools, South and Central, which had 1995-96 enrollments of 697 and 550 students, respectively. Hamilton Middle School served 550 students in grades 6-8, and Hamilton High School had 697 students in grades 9-12 during the 1995-96 school year.

School programs appeal to a wide range of interests and abilities, such as the Artists-in-the-Schools, Gifted and Talented, Outdoor Education, Peer to Peer Mediation, and K-12 Career Education. Extracurricular activities include: athletics, choir, marching band, drama, National Honor Society, language clubs, and Student Council.

### ***Columbus Public Schools***

Columbus Public Schools has a student population of over 60,000 students. The area recently annexed to Columbus is in the Columbus Public School District with the exception of the former base housing at Rickenbacker.

Areas annexed to Columbus before 1987 remain in the Hamilton Local School District. The Hartman farm property, while in Columbus, is in the Hamilton Local School District as it was annexed in 1978. Future annexations to Columbus in the area will be in the Columbus Public School District. The distance from the planning area to the closest Columbus schools is approximately 4-7 miles.

The recently adopted strategic plan for the Columbus Public Schools, Steps of Change, addresses four major areas:

- ◆ Setting high academic standards and new basics for all students;
- ◆ Creating healthy learning environments that center around a mutual respect and belief in self and others along with the need to maintain well-disciplined schools;
- ◆ Giving parents a greater choice in their children's school and creating avenues for more parent and community involvement; and
- ◆ Using tax dollars effectively through prudent fiscal management.

Currently, there are only two households in the planning area located in the Columbus Public School District.

## *community facilities map*

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## *school districts map*

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*It is the recommendation of the South Central Accord to:*

- ◆ Support students' choices to attend school a reasonable distance from where they live. Hamilton Local and Columbus Public schools should consider an enrollment agreement in the best interest of the students in the area.
- 

## ***z Recreation & Parks***

Located just outside the planning area is the Hamilton Township Park, which features ballfields adjacent to the Hamilton Meadows subdivision. Many area residents are involved in baseball and soccer activities held there. The township recently received a grant from the Ohio Department of Natural Resources to improve the park, making it functional for people of all ages and interests. A walking path and other amenities are under consideration.

Also located outside the planning area, Hoover Y-Park encompasses 68 acres and offers a wide variety of recreational and community activities. Day camp and the Country Jamboree are two summertime events available to residents of the area. The camp program is nationally accredited by the American Camping Association. Other amenities in the area include Lock Meadows Park in Lockbourne, a golf course on Alum Creek Drive, and private recreational facilities at Rickenbacker.

Future acquisition and development of parkland is in the works for all of Columbus through the creation of a parkland dedication ordinance. The Columbus Comprehensive Plan provides that neighborhood parks should be within one-half mile of all residents and community parks within two miles. Through a parkland dedication ordinance, the Plan suggests a system that ensures that parkland is adequate to serve development and that all development interests are treated equitably in the development review and approval process.

The Department of Recreation and Parks now negotiates with private sector interests for the provision of parkland required to serve proposed development. Within the present system, exactions are not applied uniformly to all development proposals. The parkland dedication ordinance will address this issue.

Another factor regarding recreation and parks is the Greenways Plan for Columbus and Franklin County, developed by the Mid-Ohio Regional Planning Commission and the Franklin Soil and Water Conservation District. It is the first comprehensive effort to address central Ohio's rivers and streams in over 20 years and is intended to increase understanding of and appreciation for the role waterways play in our environment, resulting in their long term protection and enhancement. The South Central area may benefit from the greenways effort through the preservation of open space and potential development of recreational paths along Big Walnut Creek and Scioto River.

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*It is the recommendation of the South Central Accord to:*

- ◆ Encourage the public acquisition and development of parkland in the area.
  - ◆ Implement appropriate recommendations of the Greenways Plan in the area.
  - ◆ Explore potential establishment of a MetroParks facility in the planning area.
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*Tree-lined entrance of Hoover Y-Park.*

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# *Rickenbacker International Airport & Port Authority*

## *z Background*

In 1979, the former Rickenbacker Air Force Base was realigned to a civilian/military joint use facility, becoming Rickenbacker International Airport. In the same year, Rickenbacker Port Authority (RPA) was established by the Franklin County Board of Commissioners to represent the local community's interest in military base transition matters and to stimulate air cargo and job development. RPA land encompasses approximately 5,000 acres.

The airport is currently served by eight airlines that conduct scheduled and chartered operations to and from domestic and international locations. Rickenbacker's two 12,000-foot runways are the longest between New York and Chicago. Since 1991, Rickenbacker has more than tripled the quantity of freight it handles per year. In 1995, the airport handled 192 million pounds of freight.

The cost of flying into and out of Rickenbacker is lower than many of the traditional gateway ports in the United States. Air freight can be moved through Rickenbacker at 50% the cost of New York's JFK Airport and 65% the cost of Chicago's O'Hare Airport.

Rickenbacker also serves as an industrial park and foreign trade zone. Since 1992, more than 6.8 million square feet of warehouse/distribution space have been constructed and occupied, and 5,600 permanent jobs have been created and retained. Total private investment in the foreign trade zone exceeds \$350 million, and more than \$60 million worth of road and infrastructure improvements have been completed by state and local governments. With companies like Spiegel/Eddie Bauer, Whirlpool, Landair, and Southern Air Transport, Rickenbacker has emerged among the country's top multimodal distribution centers.

A foreign trade zone (FTZ) is a defined area within the United States, near a port of entry where merchandise is considered to be outside of U.S. Customs territory. Companies locate in a FTZ to take advantage of tax incentives. RPA is the grantee of FTZ No. 138 and administers its use and development. FTZ No. 138 is currently utilized by several major corporations, including Kubota Tractor, Sun TV, Dorcy International, and Ohio Distribution Warehouse. Other firms have located in the FTZ for exporting and shipping through the airport.

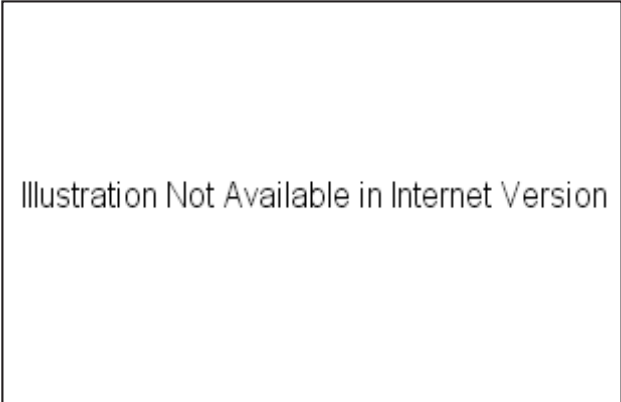


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*Entrance to Rickenbacker International Airport on Alum Creek Drive.*

## ***z Long Term Plans & Impact***

Rickenbacker Port Authority is currently undergoing a master planning process, which will outline proposed development for the entire airport over the next 20 years. Available tracts of land with FTZ status and industrial zoning will help promote future growth. RPA anticipates annexing developed sections of the complex to Columbus over a period of several years. RPA hired an engineering firm specializing in aviation services to create a long-range vision, looking forward 50 years. RPA has the opportunity to incorporate highway, rail, and air service facilities into an efficient, multimodal combined port to serve the region.

The vision has three basic components:

- ◆ air side capacity reflected in an expanded airport core;
- ◆ a multimodal combined port including rail and road connections to national ports and market areas; and,
- ◆ a series of business parks which can utilize the transportation and communications infrastructure.

The short-term vision of Rickenbacker is to develop a self-sustaining, multimodal cargo airport operating as a Federal Aviation Association reliever airport and a joint use facility with the Ohio Air National Guard. In the current draft of the Master Plan, an additional runway is planned south of the existing runways. The establishment of a new runway would allow for simultaneous take off and landing.

Growth of the facility will bring additional truck traffic to the area, making improvements to SR

317/SR 665 increasingly important. These improvements should provide better access to US 23 and I-71. Improvements to Alum Creek Drive will also be important.

Rickenbacker officials would like to preserve as much as land as possible around the airport to allow for its expansion. There is a need to coordinate plans of the airport and the surrounding community.

## ***z Relationship to South Central Area***

The Rickenbacker International Airport and Port Authority have a tremendous impact on the entire central Ohio region—the South Central area most of all. Rickenbacker's success is critical to a great number of people, including those in the planning area. Opportunities that come with economic development are plentiful and varied. It is important that residents and Rickenbacker officials work together to realize the benefits.

Supporting growth at Rickenbacker and protecting existing residents, farms, and businesses in the area will be a constant balancing act. Interests on all sides will need to be recognized and dealt with fairly, if and when conflict arises. A concerted, collaborative effort is necessary for a cohesive and successful community.

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### ***It is the recommendation of the South Central Accord to:***

- ◆ Protect residential clusters through extensive buffering of manufacturing and industrial uses.
  - ◆ Encourage continued cooperation with Rickenbacker Port Authority and COTA to protect interests in future growth and development.
  - ◆ Encourage Rickenbacker-related business operators to be sensitive to area residents by controlling hours of operation, noise levels, and truck activity.
- 

Illustration Not Available in Internet Version

*One of eight airlines operating at Rickenbacker International Airport.*



*z Rickenbacker Port Authority*

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# Neighboring Jurisdictions

## ***Z Introduction***

With over three dozen political jurisdictions in Franklin County alone, five of which border the South Central planning area, it is important to consider the impact of community plans on neighboring jurisdictions. The cooperative nature of the South Central Accord's development establishes a good start for working with nearby communities to maximize cooperation and minimize conflict.

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### ***It is the recommendation of the South Central Accord to:***

- ♦ Review the status of planning activities of neighboring jurisdictions and consider potential opportunities and conflicts during the annual meeting of Hamilton Township and Columbus representatives recommended in the Community Facilities and Services chapter.

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## ***Z Franklin County***

The Franklin County Board of Commissioners adopted a complete revision to the Franklin County Zoning Resolution on July 3, 1996. The revision applies to the unincorporated areas of Hamilton and Madison townships as well as other townships in the county without their own zoning resolution. The single most significant change in the adopted 1996 revision was the merging of the 1949 zoning districts to the closest current land use district. Other significant amendments pertaining to the study area include the adoption of the Farm Village Overlay District; Open Space, Conservation, and Recreation (OSCAR) Lots; and an Airport Environs Noise Overlay District.

The Farm Village is a Planned Zoning District providing an alternative to a conventional subdivision through clustering of single-family residential homes on individual lots. The smaller lot size, normally not allowed in Rural Districts, is permitted in exchange for the permanent preservation of surrounding farm land through deed restrictions, plat restrictions, and open space easements. The minimum tract size for a Farm Village, including preserved farm land, is 40 acres; preserved farm land

must total two acres for each dwelling. The overall density remains at 2.5 acres per dwelling. However, a 15% density bonus may be allowed, provided all water supply, wastewater disposal, street design, open space, and agricultural land preservation standards are met.

OSCAR lots provide another alternative to a conventional subdivision in Rural Districts for situations in which a tract of land is too small for a farm village, but preservation of common open space is desired. Although there is no minimum tract size, at least three OSCAR lots must be created. All lots have access from a C-shaped or "eyebrow" private road, so driveways don't exit directly to the parallel public road. Lot sizes may be reduced to two acres per single-family residential lot, assuming on-site well and/or septic and leach systems can be provided. A minimum of one-half acre per lot must be provided as permanent open space.

The Airport Environs Noise Overlay District was prepared in response to airport noise studies undertaken to determine adverse affects by airport noise on surrounding areas. The objective of the studies was to determine areas around airports that are incompatible for residential use and suggest appropriate alternative land uses. This Airport Environs Noise Overlay District is consistent with a Columbus ordinance adopted in 1994 for Columbus area airports, which will include the Rickenbacker International Airport when annexed to Columbus. All associated noise contours in Columbus are covered by the ordinance regardless of whether or not the airport is within the city limits.

### ***z Grove City***

Grove City's land use plan recommends infill development within the city and commercial land uses along the city's I-71 corridor. A mix of office and commercial uses is envisioned for the area south-east of the Stringtown Road exit, while industrial and commercial uses are called for southeast of the SR 665 exit. The remaining rural and undeveloped areas within the plan's study area are identified for single-family residential development interspersed with community facilities, parks, and open spaces. A major park and open space corridor is recommended along the west bank of the Scioto River.

The Grove City Land Use Plan is compatible with the recommendations of the South Central Accord. Both plans have identified a greenway/open space corridor along their respective side of the Scioto River, with the corridor along the Jackson Township side covering a substantial area. Although there are no road crossings over the Scioto River between SR 104 to the north and SR 665/SR 317 to the south, this corridor provides an additional buffer to the suburban development of Grove City from the excavation/quarrying area to the east of the Scioto River in the city of Columbus.

### ***z Groveport***

The current Groveport Comprehensive Plan recommends upgrading and expanding the existing road network as required to service new developed areas and connecting neighborhoods and open space areas with paths. Eight specific development zones are identified in the plan, including a village zone, two industrial zones, two residential zones, a commerce zone, a semi-rural zone, and a rural zone. The west industrial zone is bounded by Groveport Road, SR 317, Swisher Road, and the Madison/Hamilton township line and is compatible with the South Central Accord recommendations along Alum Creek Drive.

The recommendation in the South Central Accord to pursue planning and development of the Rickenbacker Parkway would most likely be supported in an update to Groveport's Comprehensive Plan which will begin in late 1997.

### ***z Lockbourne***

The village of Lockbourne is currently in negotiation with the city of Columbus on a new sewer agreement. Land west of the village is in the Big Walnut Creek floodplain. Due to the recent annexation by Columbus north of the village and the expansion of the Rickenbacker Port Authority east of the village, the only growth area for Lockbourne is to the south with residential development as the most likely land use.

Current planning activities for Lockbourne are compatible with South Central Accord recommendations. There are development limitations in the area south of Lockbourne due to wet soils and the Big Walnut Creek floodplain. The railroad right-of-way provides a buffer between industrial uses east of the railroad with any future residential development to the west.

### ***z Obetz & Hamilton Township***

The village of Obetz, Hamilton Township, and Hamilton Local Schools are jointly involved in a planning process for Obetz and its growth area to the south and west of the village. This planning process will develop land use recommendations for the growing area as well as provide guidance on transportation, natural resources, and other issues.

The village of Obetz and the city of Columbus are working together on a project to widen Williams Road. This project will address the Williams Road corridor between the intersection at Alum Creek Drive and the railroad underpass west of Groveport Road. The village has concerns about lowering the grade at this underpass and the potential of additional truck traffic on this corridor as a result of the project.

Although future land use for the Obetz growth area has not been finalized, there is general support for industrial growth along the Alum Creek Drive corridor. The community recently annexed over 400 acres immediately to its south, along the west side of Alum Creek Drive, with plans for industrial development.

### ***z Jackson Township***

The Jackson Township Comprehensive Plan identifies land north of the Shadeville area between SR 104 and the Scioto River as Rural Residential. Each plan has identified a greenway/open space corridor along its respective side of the Scioto River. In Jackson Township, this corridor will provide an additional buffer to existing and future residential development.

### ***z Madison Township***

Madison Township does not have a comprehensive land use plan although township officials expect to begin a comprehensive planning process in late 1997. Land use planning for unincorporated areas in the township currently falls under the Franklin County zoning program. The broad rural area outside the air industrial park in southern Madison Township is characterized by agricultural land use with scattered single-family residential development on large lots. This development pattern is expected to continue.

The current lack of a major connector road to the regional highway system further supports this development pattern. However, long-range planning for Rickenbacker International Airport expansion and the potential for adding a new runway will impact the area to the east. The recent adoption of the Airport Environs Noise Overlay District should help minimize potential conflicts.

### ***z Pickaway County***

The Pickaway County Board of Commissioners completed a land use and utilities study for the entire county in late 1996. The report covers a variety of demographic, economic, natural, transportation, and infrastructure-related issues. The study's

recommendations include access controls on US 23, additional staff support for the county planning commission, coordination of sewer and water service provision, and dialogue with Columbus regarding wellfield issues.

### ***Harrison Township***

Land in the northern part of the township is zoned FR1 (Farm Land) with minimum lot size of one acre. Commercial land uses are limited to the US 23 corridor. The rural farm land of northern Harrison Township is compatible with the agriculture/open space land use identified in the South Central Accord. The current road network in the northern part of the township lacks a direct connection to the regional highway system making any large-scale, residential development unlikely. The South Central Accord recommends pursuing planning and development of the Rickenbacker Parkway as a means to further foster economic development in the area, while lowering projected traffic levels on local roads. It is recognized that residential and non-residential development in northern Harrison Township may also be influenced by industrial growth of the Rickenbacker Air Industrial Park.

### ***Madison Township, Pickaway County***

Madison Township in Pickaway County is zoned Farm Residential, with a minimum one-acre lot size and a 150-foot frontage requirement. No commercial is allowed under the current zoning code. No new developments or zoning code changes are pending at this time.

As with Harrison Township, nonresidential development of any significance in northern Madison Township is unlikely without a connection to the regional highway system. There is a potential of land use conflicts between the far northwest section of Madison Township west of Little Walnut Creek and the industrial uses at the Rickenbacker International Airport. However, just south of the airport is an existing golf course which serves as a buffer to the rural residential uses farther south.